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THE SPHERE

Vol. CLXXXVIII No. 2456 — WITH WHICH IS INCORPORATED THE GRAPHIC — FEBRUARY 15 1947

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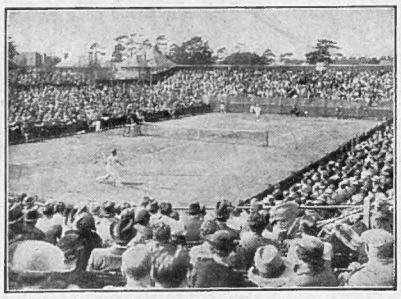

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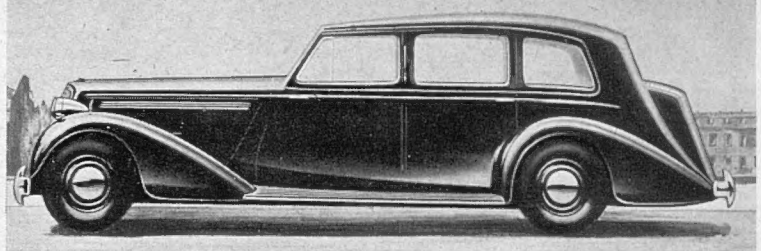

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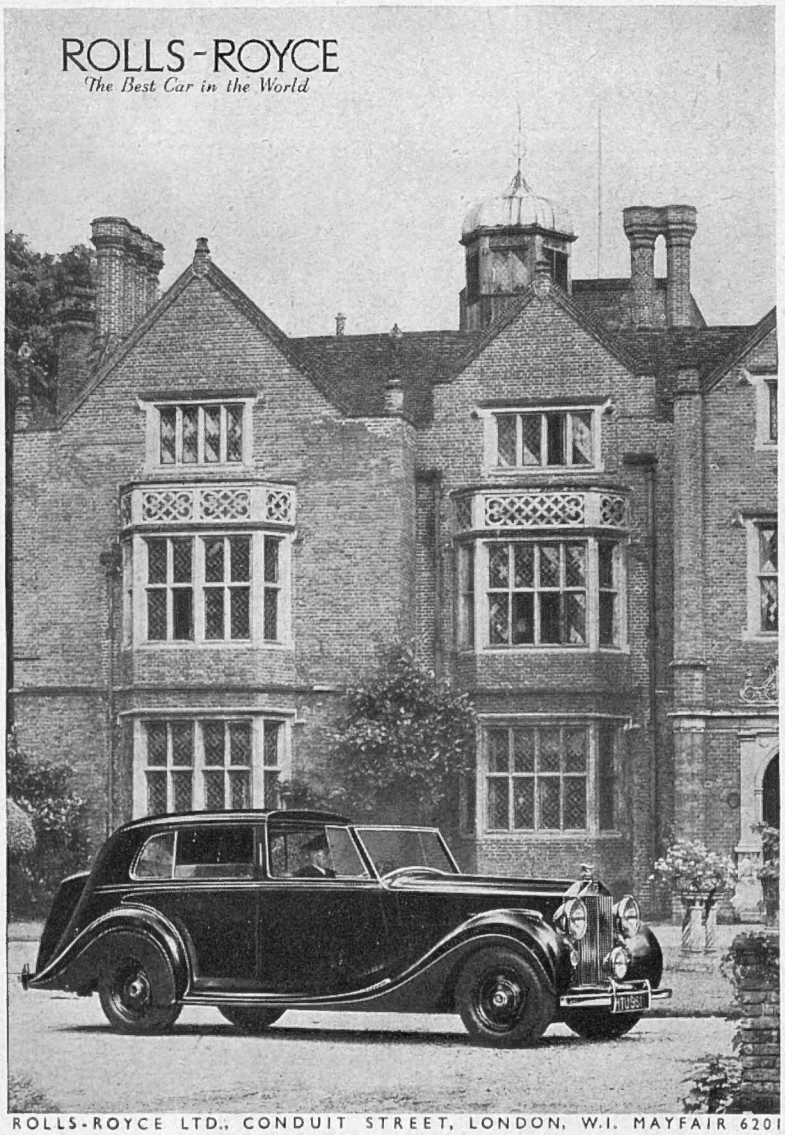

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Volume CLXXXVIII No. 2456 The SPHERE, London, February 15, 1947

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE POWER PLANTS AND THE NATIONAL INDUSTRIAL CRISIS—THE FIRST COAL FOR A WEEK ARRIVES AT BATTERSEA POWER STATION: The collier "John Hopkinson" about to unload 1,800 tons of fuel under the glare of powerful electric lamps

Last week-end Britain heard with dramatic abruptness the news that large-scale power cuts would be necessary in London, the Midlands, and the North-West in view of the failure of coal supplies to reach the power stations, a circumstance due in part to the great freeze-up which had paralysed transport throughout the country. Last Monday the power cuts became effective, with industry suffering a setback that has had no parallel since the days of the General Strike, and householders were put upon their honour to reduce electricity consumption to a minimum. In London, where one-fifth of the nation's electrical power is consumed, coal began to arrive at the big Thamesside generating stations, and there seemed a chance that the thaw had come in time to retrieve the situation, at least in part. Meanwhile Mr. Shinwell faced his critics at a London Press Conference, making it plain that he did not contemplate resignation (see also page 219)

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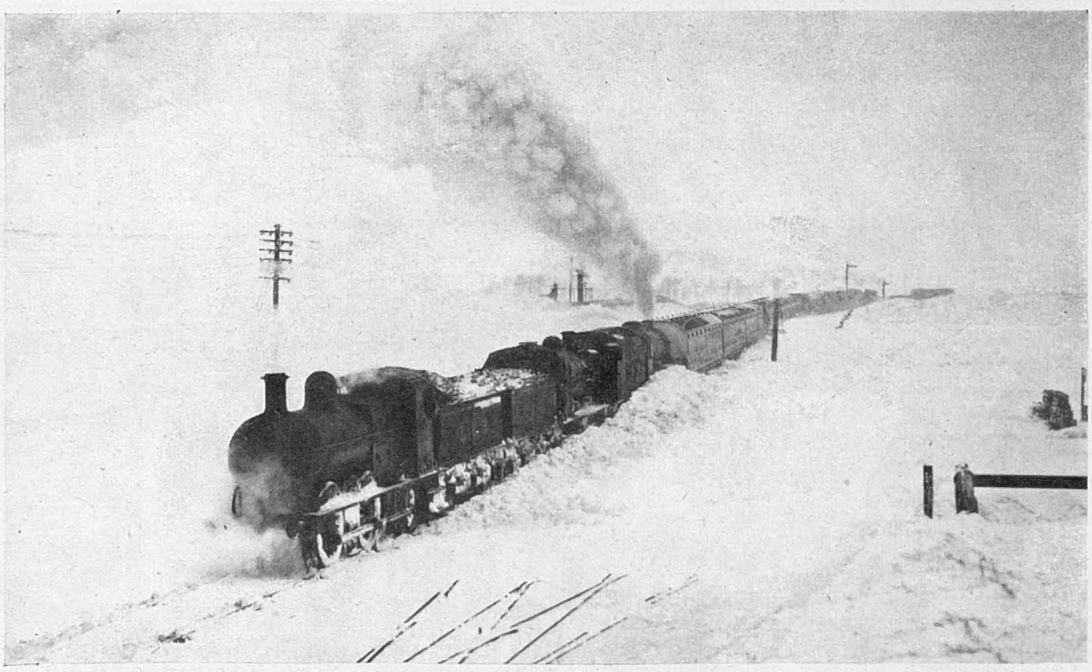
A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

A Great People.—The greatness of our race was summed up in other days (and by others than ourselves) in our initiative and power of organisation, our industry, our love of freedom and our willingness to fight alone for it and to die for it. If the envious called us perfidious, they yet secretly admired those listed qualities and above them our extraordinary power of achieving our revolutions constitutionally. That power implied another quality, a certain discipline of mind which could resist hot-head propaganda. I myself feel assured that still to-day we are a great race, but a revised list of qualities constitutes our greatness. Our initiative is throttled. Our industry is not pre-eminent. The freedom we fought for has been surrendered. Power of organisation is not remarkable in our Government, and is in suspense in industrial management. Our discipline of mind remains. It must be greater to-day than ever before. Our patience and submission must be the wonder of the world. Where are the barricades? Since the end of the war, a variety of hard circumstances and evil chances have brought the nation to a condition of economic danger and discomfort which is unparalleled in modern history—and of political humiliation unknown to us since the Dutch sailed up the Medway. If to-day we were, as a nation, the heady, proud, full-blooded and reckless individualists which we certainly were throughout the Victorian and part of the Edwardian age, our present pass—whether due in the main to bad luck or bad management—must have resulted in a party political volte-face and sent our present Government packing for the Wilderness. But we are *not* as our fathers. We have been refined by danger and sufferings, we have lost our fierce and reckless individualism by constant regimentation. The present Government is safe (and good) for even another and another low-water record. Our national greatness is summed up to-day in our humility under regimentation, our patience under suffering, our tolerance under mismanagement. Imperialist Britain, perfidious Albion, the land of the free, is to-day distinguished as the patient Grizel of the nations. Perhaps it is the answer to Kipling's *Recessional* prayer—a humble and a contrite heart. But I doubt if Kipling would have been gratified by the answer.

A Layman's Political Economy.—I regret still that my education, though it cost my father dear, lacked elementary geography, elementary mathematics and the first principles of political economy. With what remains of a grounding in Greek and Latin and some coaching for my Bar exams, I am ill-equipped to deal with the political economy of our day. Yet I learned and remember something of the rules and law of evidence, and they help me to form a layman's opinion on present trends and future conditions. The impetus for a universal demand for higher wages and shorter hours and longer holidays is in part a post-war reaction, in part a world-wide impulse for social reform long overdue. But more directly it derives in England from the encouragement given to "the workers" by Socialists on the hustings at the General Election. For the Ministers at least these promises are coming home to roost. The "worker" in every industry was promised a new deal, a new charter, a first taste of a Paradise of security and greater comfort and ease. These were due to him, and at the right time and in the right proportions of gradation would have been assured. But the times were out of joint and could hardly have been worse for implementation without gradation. Those election promises invited everyone to grab, and to grab quickly while the going was good and Socialism in absolute power. And grab they did and do, in larger handfuls than even their own leaders advise—with the result that the value of every extra shilling they win reduces the value of the shillings they had. The whole basis of the gamble for better conditions for the worker was and is our ability to produce, to export. Those things depend on our willingness to work. You can't eat your cake and have it. If you make cake-eating a habit, you must ensure that there is always another in the oven. Our political economy is as simple as that and (as I see it) as sinister as this: there is no going back on social-reform legislation. No new Government can alter the pegs established by its predecessor for wages and hours of work. Nothing can do that but the stark logic of economics revealed by a national financial collapse. It is a grim dilemma: either we shall have that collapse or we shall continue for years to grope our way back from bankruptcy, with wages higher than output justifies, inflation always "round the corner," with everlasting unrest in industry, and checks to progress and discouragement to endeavour and general disillusionment the disorder of the day.



THE BLIZZARD CAUSES A TRAFFIC JAM IN THE DERBYSHIRE PEAK DISTRICT: Three engines attempting with their united power to rescue a train snowed up near Buxton. The train was itself holding up two other trains, but this relief had to be temporarily abandoned when some of the coaches left the rails. Last week's blizzard disrupted communications even more completely in the north than had the earlier storms in the south **(See pages 232-33)**

The Postman Says.—My only contacts with the outer world for nine days have been the postman. This heroic messenger is a man of few words. A man of action, if ever I met one. But this morning he got in the first word as his red van slithered to a halt in a shower of snow and slush beside my door. "Well, sir," he said, "I think we've touched bottom now." It was not true of his chained wheels, not by inches, and I asked him what exactly he meant. And from a full but not bitter heart he explained that he believed that the economic, social, political and atmospheric condition of our country had reached a new low-water record, and must either stay there or rebound. Those were not his own words. They were extracted by me and reclothed. His experience on the roads these last days would justify a sombre outlook, even in an equable character. I had to confess that his outlook was mine. Combined conditions can surely hardly be worse than to-day. I cannot recall, in wars or in peace, a concatenation of depressions so devastating. (And *we* have been among the lucky ones.) We must bump up a little, surely. What is round the corner? More black or white bogies or an April day with thrushes singing and the crocuses of golden hope bobbing out in the grass plots? I don't profess to know. But Heaven has a reputation for relenting at last even with sinners. It is (or was) Heaven's métier. . . . And then came a broadcast warning that the snow was coming back and many lurid details of its effect on the North of England. It appears that we have not yet touched bottom.

The One Thing Needful.—The Brains Trust the other day gave "extra time" to a burning question of the hour. This deference must have pleased the questioner. What will happen to England when she can no longer, in Dalton's words, "live on tick"? And the assembled Brains of all political colours solidly agreed that nothing can save us, now and then, but *production* increased and increased again. All agreed also that the workers (as opposed perhaps to T.U. leaders) had not yet an inkling of the awful truth. Some Brains had nostrums to this end: foreign labour in mines and factories; cutting out all unessential services (e.g., a third of the Civil Service, dog-racing, pool betting, and such-like circuses); reducing imports of tobacco and films to keep "tick" going a little longer. The "debate" revealed that, by and large, the reasoning part of the nation is unanimous at least on one subject. We must work as never before (even in war) to increase production. And how is it to be done? It looks as if heaven has turned its face from Mr. Attlee and his experimenters. The weather of the past three weeks alone has been a critical factor in hastening our crisis. Who dare estimate the loss of production, the increase in expenditure, the wasted labour and the lost man-hours, of this terrible snap? And can we even be sure that Mr. Attlee's team, after all these lessons and pointers, yet realise the full gravity? There is not among them a voice of sufficient authority, power, influence or *certainty* capable of waking the nation out of its apathy. Not one among these frightened men who dare plump for drastic, unpopular measures; for cutting the *circuses* to save the nation's bread.

Divorce Prevention.—After the Pest officer, the Divorce officer! But (thank God) that is not quite what the Denning Committee proposes. A State Conciliation Department to intervene in rocky marriages would be but one more fatuous and impertinent interference in private life. We know already what can (and what can't) be done to rebind broken home-life. Our probation officers are always doing grand work unsung in that great cause. But no braided official (tho' he were a Solon or a Solomon) can ever win the ear of one who is determined to separate from an unfaithful spouse or still more determined to seek happiness with another than his lawful spouse. No doubt a marriage welfare service, well organised and wisely selected, and utterly remote from State control, could do good work among the less educated and those whose consciences are not totally subordinate to new desire or old irritations. But surely the good work should begin earlier, before, not after, marriage. There's the rub. Marriages nowadays are lightheartedly entered into and lightly abandoned as "impossible." We have caught the infection from America gradually, and hopes of a "quick divorce" (if things go awry) encourage a lighthearted contract. A Register Office ceremony is a soulless affair, a mere buying of a ticket in a lottery. What is needed is a solemn start, a solemn contract, and very serious reflection by both parties before, not after, the contract is signed. For marriage involves more than the contracting parties. It involves the welfare of unborn innocents. It carries third-party risks and should require the strictest insurance and the heaviest possible penalties in default.

Rust and Ashes.—Many stout Englishmen will lament a fresh instance of England's decadence in the failure of our team to regain the Ashes. As the butler said to the caller: "His lordship is a little *low* to-day, and is keeping his bed." Certainly England seems a little low to-day, what with a disintegrating Empire, loss of prestige in all too many spheres, the verge of bankruptcy, empty hearths, this damnable cold, and all it is costing in waste of labour, and so forth. But I, for one, shall not wring my hands and heart for the failure of our cricketers. For indeed four or five of them have shone resplendently. And it occurs to me that if most of us thought more of work and less of games, "his lordship" to-day might feel less low and might even rise from his bed.

THE OLD STAGER

NOTE TO READERS: Owing to the restriction of fuel supplies and consequent production difficulties, it has been found necessary to curtail the size of the present issue of "The Sphere." As soon as the fuel restrictions are removed, the usual size issue will be resumed.—Editor

"IF DOMESTIC AND INDUSTRIAL CONSUMERS DECLINE TO CO-OPERATE IN THIS EMERGENCY WE SHALL FIND OURSELVES IN THE NEXT TEN DAYS IN A CONDITION OF COMPLETE DISASTER": Mr. Emmanuel Shinwell, the Minister of Fuel and Power, speaking at the dramatic Press Conference in London last week-end, when he drew a sombre picture of the situation in the coalfields and made known the electrical-power cuts which would have to be imposed upon industry in London, the Midlands, and the North West

MR. SHINWELL EXPLAINS TO THE PRESS

The Minister of Fuel and Power Outlines the Drastic Government Plan

Last Monday morning a great part of Britain suffered industrial paralysis as a result of the power cuts imposed by the electricity undertakings at the instigation of the Ministry of Fuel and Power. The man who bore the brunt of criticism was the Minister himself, and before the week-end Mr. Shinwell addressed a Press conference in London and made known the gravity of the whole situation.

Mr. Shinwell explained that coal production had been increased during the past year, but it was not sufficient to meet the "amazing all-round increase in electrical consumption." This, coupled with the blizzard which had paralysed communications, had caused the breakdown. Mr. Shinwell, when asked by a correspondent if he contemplated resignation, declared "Why should I resign? Do you think I would shirk a difficulty when it presents itself?" Mr. Shinwell, who is sixty-two years old, is the Labour member for the Seaham Division of Durham, in the northern coalfields, and it was there that he gained fame by his defeat of Ramsay MacDonald. In Britain's two previous Labour Governments he was Parliamentary Secretary to the Mines Department. His two books, *The Britain I Want* and *When the Men Come Home*, have achieved wide circulation.

"IT IS A SERIOUS POSITION, BUT I HOPE IT WILL BE OF VERY SHORT DURATION. IF WE CAN GET MORE STOCKS INTO THE PUBLIC UTILITY UNDERTAKINGS WE WILL GET THROUGH": Three studies of Mr. Shinwell at his momentous Press Conference last week-end when he outlined the grim details of the national emergency. In answer to a question at the end of the meeting he pointed out that he himself had no intention of resigning

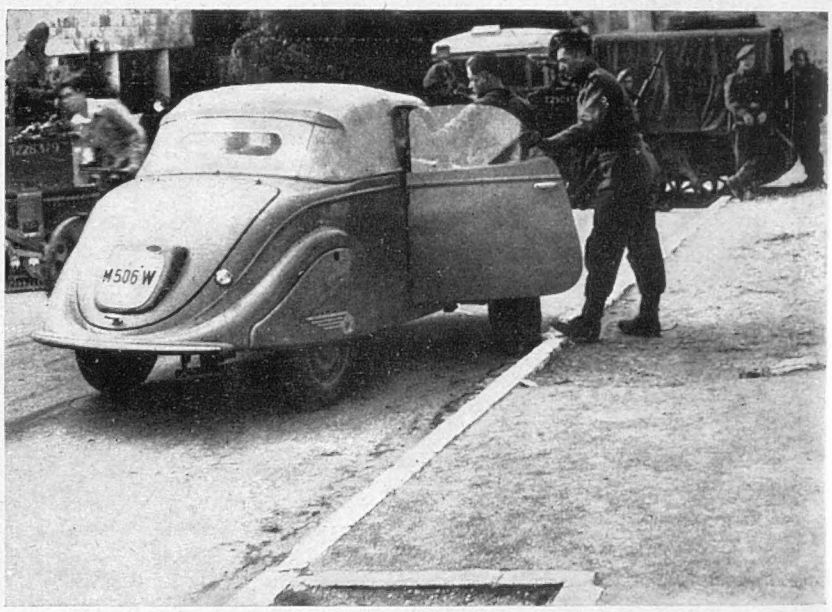
FORTRESS CONDITIONS PREVAIL IN JERUSALEM : Members of the Palestine Police Force interviewing residents in the area near the King David Hotel. Under the new scheme British women and children are being evacuated from Jerusalem, and other Palestinian cities, and Jerusalem has been divided into fortress areas where all the British residents are required to work and live

A NEW PHASE IN PALESTINE

Families are Evacuated, Fortress Areas are Created, New Checks are Made on Road Users

IN ONE OF JERUSALEM'S PROTECTED AREAS : British troops examining a manhole when conducting a thorough comb-out in the search for arms, ammunition, and all evidence of terrorist activity

In Palestine the struggle has entered upon a new phase, and with the evacuation of the British women and children, the Army is preparing to cope with terrorism by imposing a new degree of vigilance. Those British residents who remain in Jerusalem have been withdrawn into five specially defended areas, each surrounded with barbed-wire entanglements and patrolled day and night by sections of four and six men, and it is hoped that these strong measures will prevent a recurrence of the recent kidnappings. This new show of firmness by the British administration, presenting, as it did, the threat of an "iron heel" regime, produced no positive Jewish reaction, and the Jewish Agency indeed declared that it was still not prepared to co-operate with the Palestine Government in giving information about terrorists



IN EVERY TOWN AND CITY CITIZENS ARE HELD FOR QUESTIONING : British troops stopping a car in front of their road block. By regular checks on all vehicles, it is hoped to curb terrorist activity and impose order in the cities

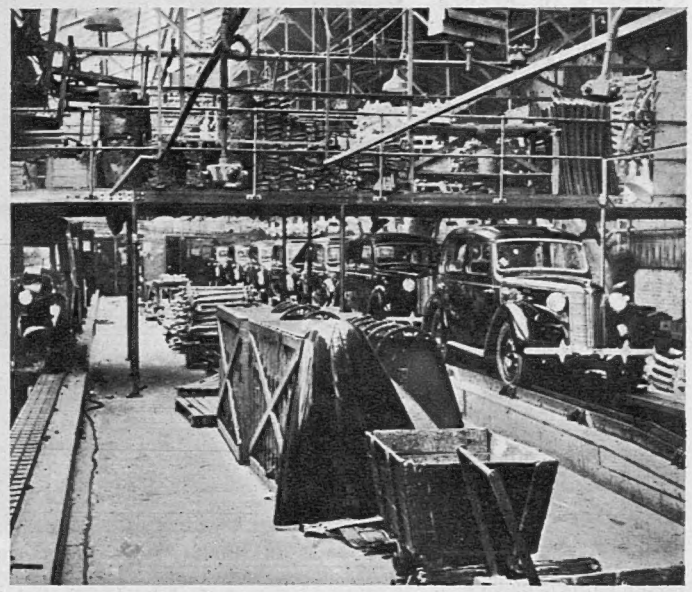
WITHIN ONE OF THE SAFETY PERIMETERS : Some of the barbed-wire entanglements which have been set up in five areas of Jerusalem and behind which British residents are required to live and work. In these specially protected areas military patrols will be on duty throughout the day and night

THE AUSTIN WORKS CLOSE

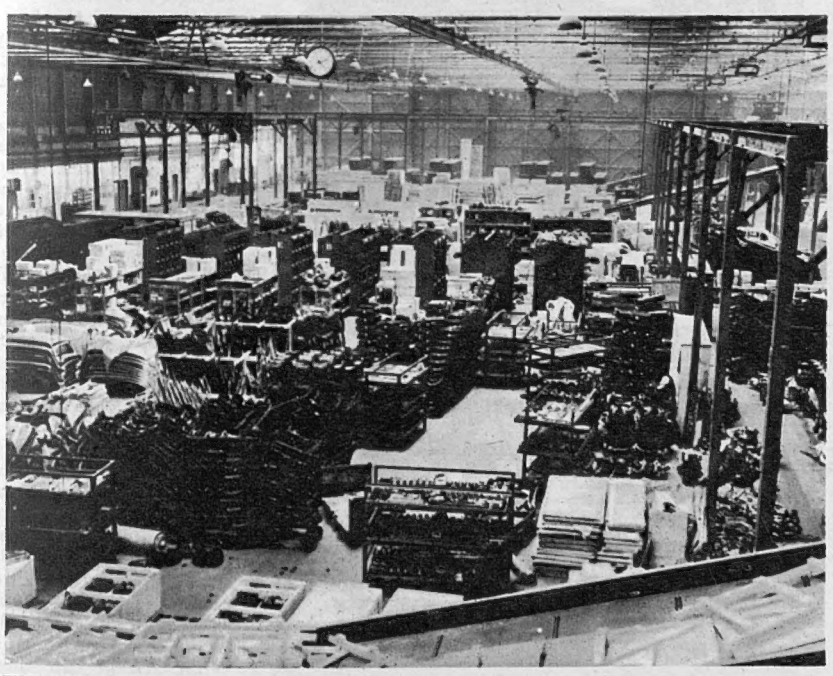
Lack of Fuel Holds Up Export Production

THE COAL INDICATOR AT THE AUSTIN MOTOR COMPANY'S WORKS AT LONGBRIDGE, BIRMINGHAM: Workmen anxiously watching the indicator which shows the position of the factory's coal stock. About 17,000 employees were thrown out of work by the closing of the works

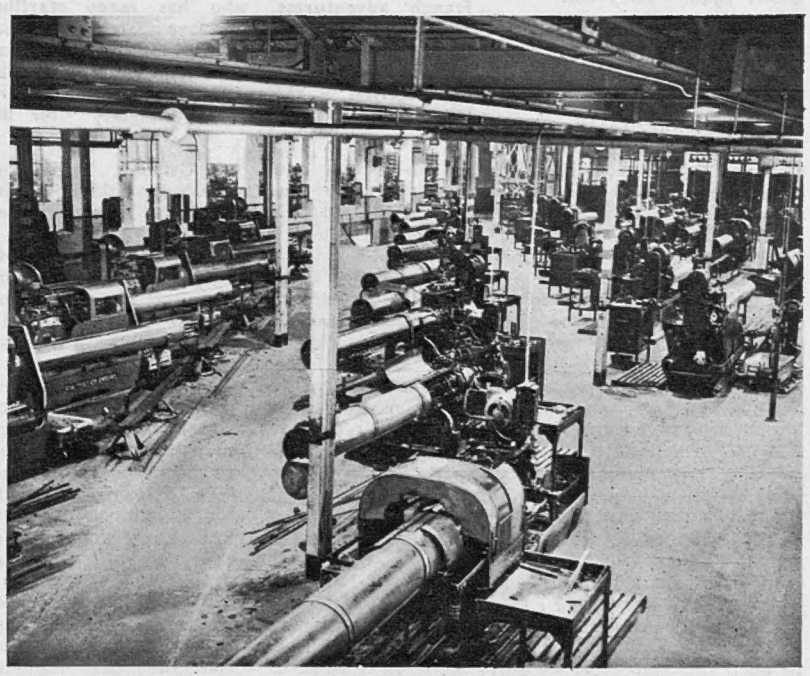
CHASSIS AND PARTS AT THE DESERTED AUSTIN WORKS: Vital export material lies idle owing to the coal shortage. The February snowfalls gave the factory a still more desolate appearance



CARS ALMOST READY FOR EXPORT: The end of the assembly line at the Austin works. These cars are very nearly complete, but they must remain until a further supply of coal arrives



THE AUSTIN MOTOR COMPANY'S EXPORT CORPORATION SECTION OF THE WORKS: This department was originally a flight shed for the final testing of aircraft



A MACHINE SHOP IN THE AUSTIN WORKS: 1,800 tons of coal a week are needed to keep the Austin works running. It gets sufficient for one day in ten

One of England's biggest manufacturers for the export market had to close early this month owing to lack of fuel. The Austin Motor Company employs 17,000 workers. Their fuel allocation only permitted them to work one day in ten or one full five-day week in ten weeks. Mr. L. P. Lord, the chairman and managing director, said: "Last week I wrote to Mr. Shinwell, who replied that he had referred my letter to Sir Stafford Cripps, who was responsible for allocation. Sir Stafford then wrote and referred me to Mr. Wilmot as the Minister dealing with the motor industry, at the same time telling me that no special priority could be given to the motor industry." For the Nuffield Organisation, Sir Miles Thomas, the vice-chairman, stated that more than 20,000 workpeople would be affected in areas that included Birmingham, Coventry, Oxford, South Wales and the north-east coast. Other important firms have had to close down for varying periods, and questions have been asked in the House as to the numbers of workers unemployed

FRANCE PRESENTS HER PROGRAMME

An Outline of Her Aspirations, Particularly in Relation to Germany

By FERDINAND TUOHY

IT cannot have been by chance that France suddenly shot forward in international notice on the eve of the Moscow Conference. Rather do certain aspects of this quiet and confident assertion of French interests, hopes and expectations suggest that the hour was carefully chosen after patient waiting while the Big Three had their say and re-say (although officially on a par with these three, the French realistically understand that they cannot consider France any longer in the same class of power as the United States and Russia).

Perhaps the French Coalition Government should first attract our attention—particularly *our* attention.

It is still fashionable here to wave the French aside with an airy "They can't keep a government ten minutes—how can one have dealings with such people?" Also noticeable on this side of the Channel has been a lack of appreciation of the cause of the eight wearisome consultations of the people since the Liberation. These consultations were rendered necessary (*a*) because a new Constitution was being laid down, and (*b*) in order that the majority will should be obtained beyond any subsequent challenge.

The Coalition may not last long (more likely it will have to be re-knitted on different terms). Yet it is to the credit of certain French statesmen and politicians that nearly all parties from Left to Right share a common responsibility and each give of their best talent in most hard and difficult times. Everyone in France knows the situation: that the Communists accept a lesser position so as to continue to accustom the country to the idea of Communism governing democratically (for the present!); and that if the other parties took any offensive against the Communists, devastating labour troubles would break out all over France, the holding in check of which has been the French Communists' best recommendation at large.

Next, the forthcoming Anglo-French Alliance.

Here, again, there are tendencies to look askance at our future partners as too much of a liability ("Look how they went to pieces in 1940—might happen again!"). It cannot be too clearly stated that the French hold very definite views about 1940. They consider that we were just as unprepared to stand up to the Germans; that we shared in the travesty of land strategy during the phoney war; that we were saved by having the Channel as physical barrier while we drew a new breath; and that a collaborationist party was allowed to flourish here, and would have done much as Vichy did, had a Nazi invasion succeeded.

The French consider that we have been a liability by being twice without a strong enough army when the blows fell, and presumably a condition of the Alliance will be that we remedy this by keeping conscription, which in any case has other values.

The principal other French request of us is that we aid her to come by more coal for reconstruction.

The fact that Paris stands so whole and relatively polished is inclined to dim, in some eyes, the terrible injuries that several French towns and areas received—much worse than anything here. But the coal is also needed for realisation of the Monnet Four-Year Recovery Plan. This has rightly attracted attention here because of our own immediate launching into something similar, though launched by one party only.

The Monnet scheme is remarkable for its being in the margin of the political fracas. The hope is to keep the Plan clear of party strife, and under it industrialists, bankers, T.U.C., farmers and other representative forces, have agreed to work side by side without regard to their political views. This marginal concentration on the good of the country is something fresh in French life and might well be incorporated in the social system.

Coal takes us directly to the remarkable series of memoranda which the French Government has circulated on the eve of Moscow, setting down how France regards the German position.

Limitation of space prevents my more than mentioning the programme for a Ruhr Territory under permanent international control. The French wish the basin to be as small as possible for the maximum of industry contained in it; they suggest its division into twelve sections and two main combines; and the economy of its conduct, in the matter of Allied personnel, is in harmony with the hard necessities of the French Occupation. They run their 6,000,000 Germans with less than 3,000, corresponding to our Civil Control employing some 26,000 for more than three-and-a-half times as many Germans.

The French accept Russians in the Ruhr, but only if the Russians agree to the Western Allies being represented in the exploitation of the great Silesian minefield. This is something new in the way of requests, and how Stalin reacts to it will be a cardinal pointer. Possibly pressure may be brought to bear on him through Thorez, because there is little doubt that the demand has been actuated by a desire to win America's and Britain's support to an international Ruhr—that centrepiece of French policy.

The French require the complete and permanent economic attachment of the Saar to the Republic—and report says that the fickle Saarlanders are now almost as keen to link up with the French as they were to join the Nazis in 1935. There was no mistaking that 95-per-cent. sentiment, as I saw for myself.

The French will state a powerful case in favour of a loosely-knit German Federation with, eventually, some new capital more in the centre—like Weimar. Certainly not Berlin, which is viewed as the forcing-ground of German aggression, which it could be again, even in its mutilated shape.

The French wish to keep small garrisons indefinitely at Coblenz and Mainz (both ruined). They want to do this for watching purposes, a leading principle in their programme being a much closer watch of the Germans than we were able to accomplish in 1918-30. The French are ready for an almost complete military evacuation of the rest of Germany provided "preventive" forces—probably Franco-Belgian—are kept so placed on German soil that they can immediately deploy over the Rhine, should German recalcitrance or secret dodging of the industrial and other clauses to be applied demand such action. Perhaps I may be allowed to interject on the strength of a study of the last Occupation in connection with a book on that subject, that this French insistence on a solidly-grounded "preventive" watching looks to be justified up to the hilt. We should be stupid indeed not to enforce it, as the Germans have learnt nothing, are in an extremely bad mood, and will develop strong Resistance movements and terrorist activities in course of time—perhaps beginning this very year.

May I add that an effort such as that of V. Gollancz, in which he names other people than the Germans as Herrenvolk, and which has already led to several corrections or challenges being penned, does nothing to better the German attitude; nor will a handful of sweets and parcels, however Christian the gesture.

Incidentally, if I gave anything to Germans—of whom, in our Zone, only the 6,000,000 urban dwellers are really badly hit—I should take good care that it went to old people who have been cruelly neglected. They have suffered far more than any children, but, of course, have no propaganda value.

The French support their case for continuing to garrison Mainz and Coblenz after the main occupation has ended by the success that has attended their remarkable moderation in their Zone. This is now at last somewhat grudgingly admitted by a generous and swift Rebuilder of Germany like Sir William Beveridge, though I wrote it for the *British Zone Review* last spring. It would be nearer the mark if others admitted that the French Occupation has been less unsuccessful than either the American or the British, not a few Germans west of the Rhine and along the Baden-Alsace frontier having developed a new feeling towards their neighbours.

Sir William no doubt learnt at Baden-Baden that the French refuse to acquiesce in a return-to-1920 reconstruction of a strong Germany so as to be able to trade proportionately with her.

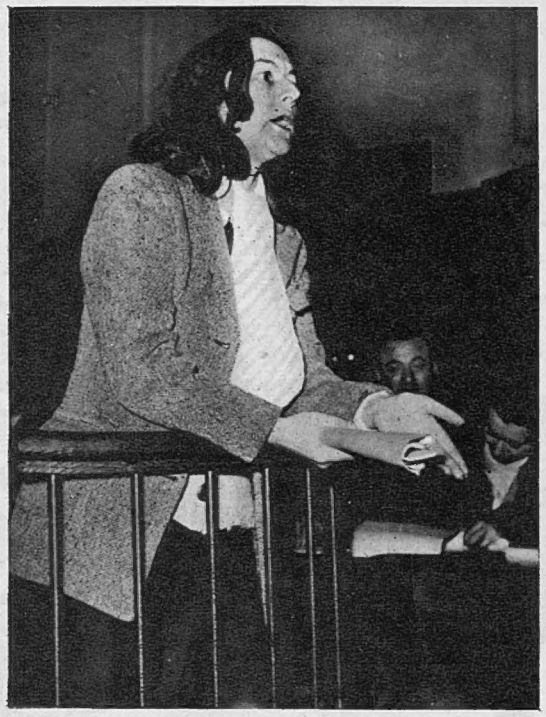
While on French success, allow me to remind critics of France that she has scored the two biggest successes, so far, in the terribly complicated peace-making. M. Bidault goes to Moscow with two first-class achievements in his diplomatic pack—the French solving of the Trieste and Danube impasses. Especially the latter will have to be gone into much more deeply. But the French were the people who broke the deadlock in each case, indicating a ready suppleness on the part of their diplomats, which should be a notable asset again, at Moscow, in view of France's closer position *vis-à-vis* Russia, than that of ourselves or the Americans.

The French party will be backed by the goodwill of most of the seventeen "small" nations which, over some matters, will include one or two of the Dominions. As is known, these are the nations that waged war against Germany as distinct from sitting on the sidelines, growing fat, and now declining to give financial aid to European recovery. Other countries did that—several of them—and it makes me tired, sometimes, to read the fulsome praise of them by returned travellers.

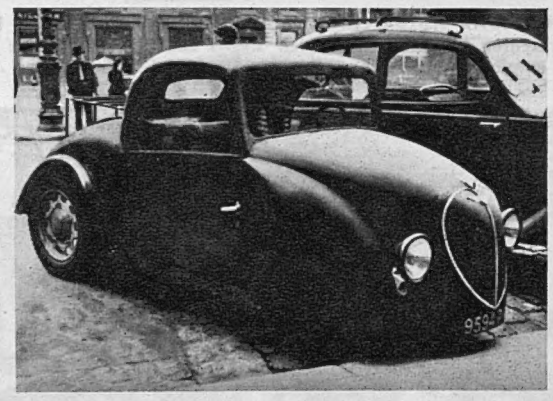
Finally, the French attitude over prices and prisoners has attracted foreign attention.

Prices and the financial situation, generally, are going to be France's stiffest hurdle. So think observers with whom I spoke recently in France. The response to the Blum cut was heartening, though quite insufficient. It would be necessary to repeat it not only in March, but again later. French costing is terrific—about eight times up on pre-war—and any revival of France's fourth industry, which was Tourism, is out of the question at the present rates.

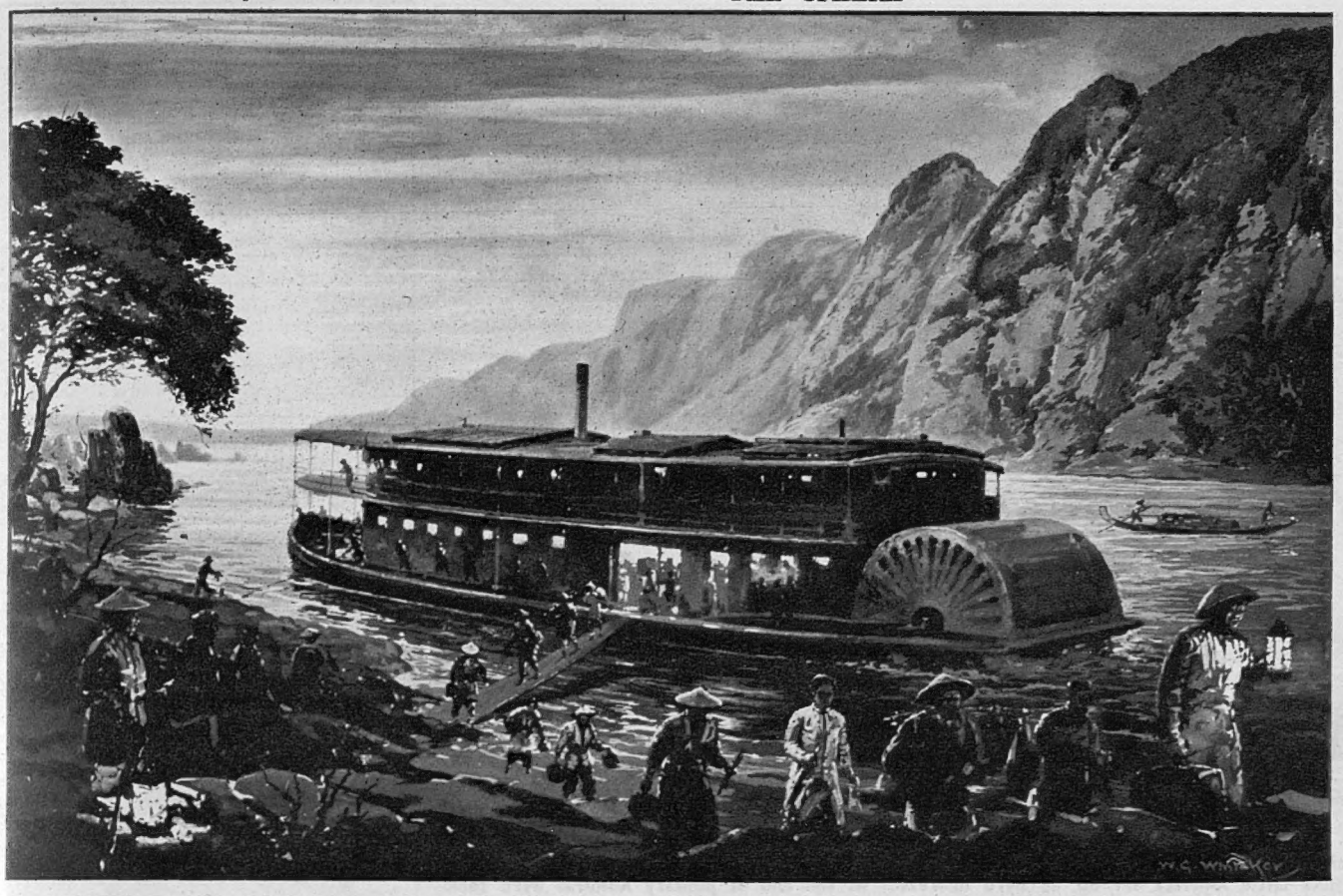
The French want to keep as many of their 700,000 prisoners as elect voluntarily to remain in France. For this the permission of the Americans is required, as nearly 500,000 Germans were "lent" to the French by the U.S. Army. What reason can there be for preventing Germans from settling in France if it be definitely clear that such is their will? Haven't we enough difficulties on our hands without contriving unnecessary ones?



THE FACE OF FEAR: Magda Fontanges, who won notoriety when she shot the Comte de Chambrun, French Ambassador to Italy, at the Gare du Nord, Paris, in 1936, speaking in her own defence when she appeared before the Bordeaux Military Tribunal last week. The once-beautiful French adventuress, who has made startling revelations concerning her love-affair with Mussolini, was charged with working as a German agent during the occupation of France. She has received a sentence of fifteen years hard labour and also "national indignity" for life



"VOICI LA VOITURE ECONOMIQUE!" This three-wheeler has been made at the Dewoitine works in Toulouse, and is typical of the light cars which are now being built in France in view of current material shortages. At the top is a coupé three-wheeler with the single wheel in front



THE REFUGEES THRONG WESTWARDS ALONG THE RED RIVER: Annamese landing from a stern-wheeler at a point beyond the area of conflict after being brought from Hanoi. As the fighting developed in Tong-King thousands flocked westwards, some of them political suspects and some of them merchants attempting to escape with what remained of their property—*Drawing by W. G. Whitaker*

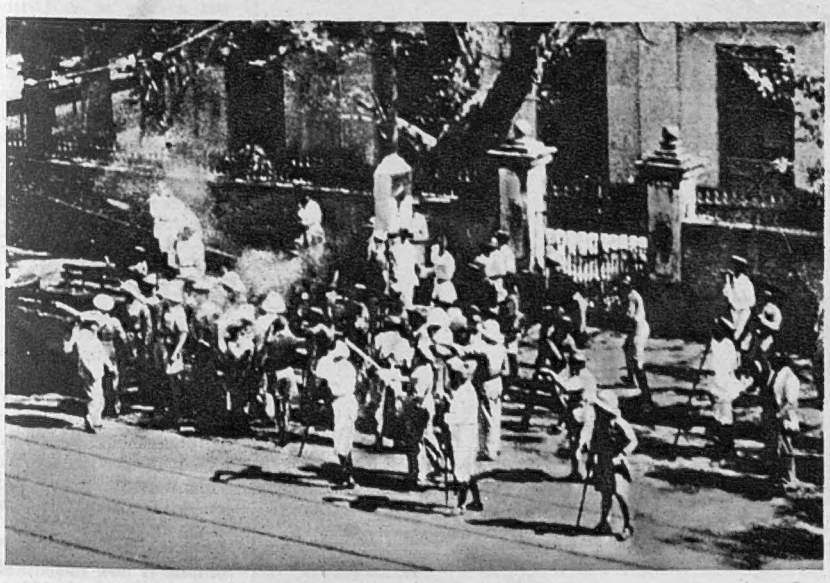
In Troubled Tong King Where France is Saddled With a Colonial War

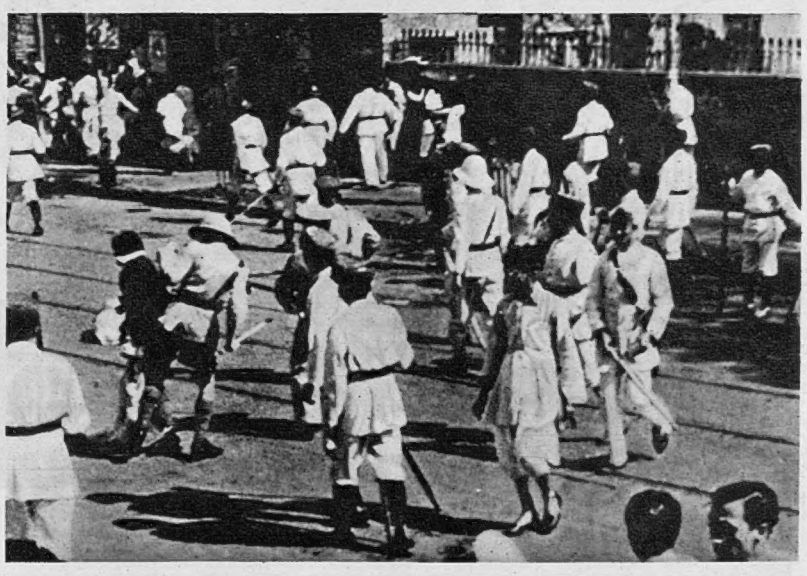
REFUGEES FLY WESTWARDS FROM HANOI

Without in any way seeking it, France, at the beginning of 1947, found herself saddled with a full-scale colonial war, and ever since the treacherous attack on her garrisons in Tong-King and Annam, at the end of 1946, she has been compelled to pour men and munitions into the former Indo-Chinese colonies in an attempt to restore the *status quo* and so prepare the way for negotiations.

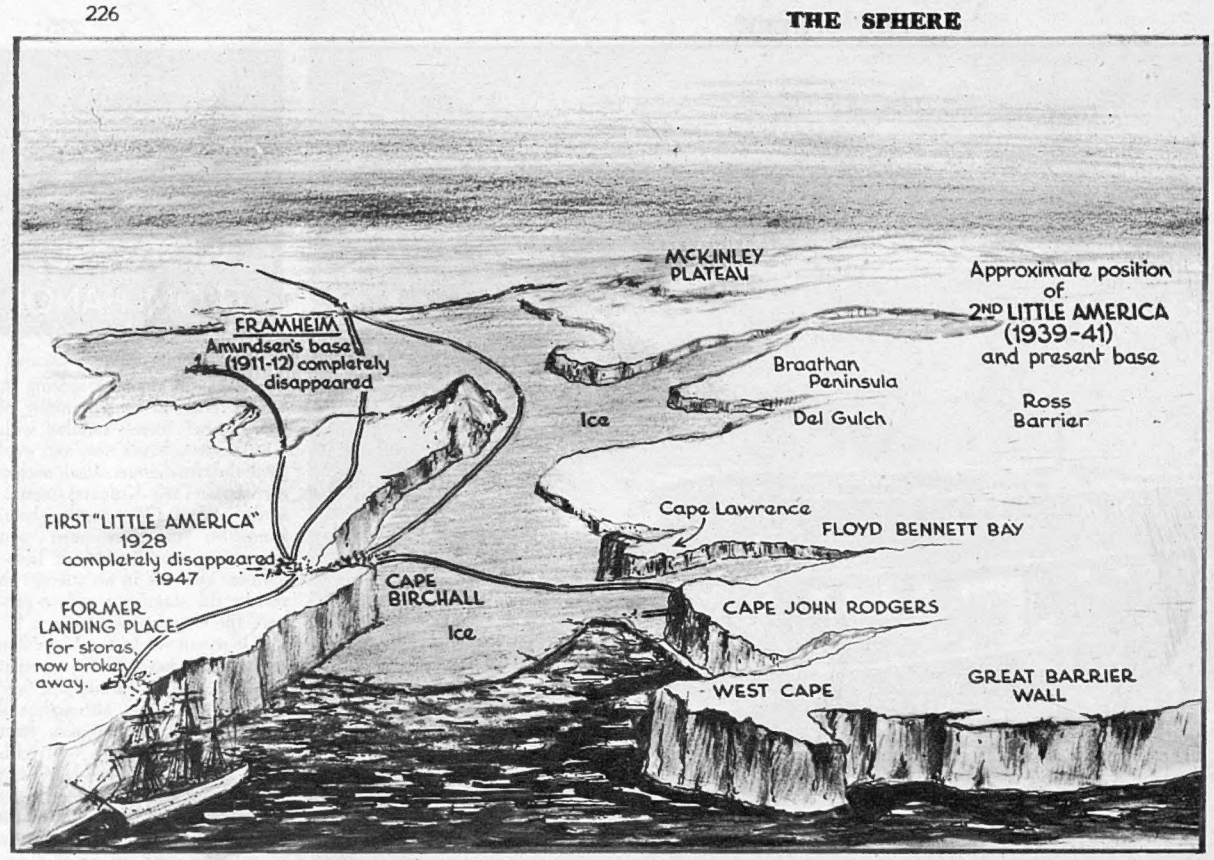
Of recent weeks the Viet-Nam Republicans have tended to split up into guerilla formations, and the French troops, although still very thin on the ground, have been pushing steadily westwards from Hanoi, the once-leafy city which is now the scene of utter desolation. Before them the French have driven a great stream of refugees, and in his drawing Mr. Whitaker depicts this phase of the war. From a political angle it seemed last week that the French were about to adopt a new and rather more conciliatory tone to the Viet-Nam Republicans.

AS THE FRENCH FANNED OUT FROM THE SUBURBS OF HANOI—TWO PICTURES FROM THE TONG-KING BATTLEFRONT, WHERE THE FIGHTING WAS ON AN EXTENSIVE SCALE BEFORE THE VIET-NAMESE SPLIT UP INTO GUERILLA BANDS: *Left*—French troops carrying their wounded colleagues on stretchers after an action in open country. *Right*—French troops with a Republican youth whom they captured near Hanoi and interrogated with regard to the whereabouts of the Viet-Namese forces. At the time of writing no details of casualties have been forthcoming, but it is known that they have been severe, particularly during the early stages of the battle within the city limits of Hanoi. Hanoi to-day presents scenes of wreckage and devastation in many ways reminiscent of the fighting in Europe in the last year of the war. Whole streets are in ruins in the once-pleasant, leafy city, with shops looted, trees down





VIET-NAM SUPPORTERS IN CALCUTTA—A STUDENT OUTBREAK WHICH HAD TO BE PUT DOWN BY LATHI-CHARGES AND RIFLE-FIRE: Calcutta police and their volunteer helpers preparing to clear College Street (*left*), and engaged in a battle with the students (*right*). The trouble arose when the students attempted to hold a meeting of sympathy with the Viet-Namese Republicans of Indo-China. The police were determined to prevent the meeting, and had to resort to strong-arm tactics. When the students reassembled after successive lathi-charges, fire was opened and one student was killed. Altogether, 150 people were injured. It will be remembered that Bombay staged rather similar demonstrations at the height of the Indonesian crisis last year



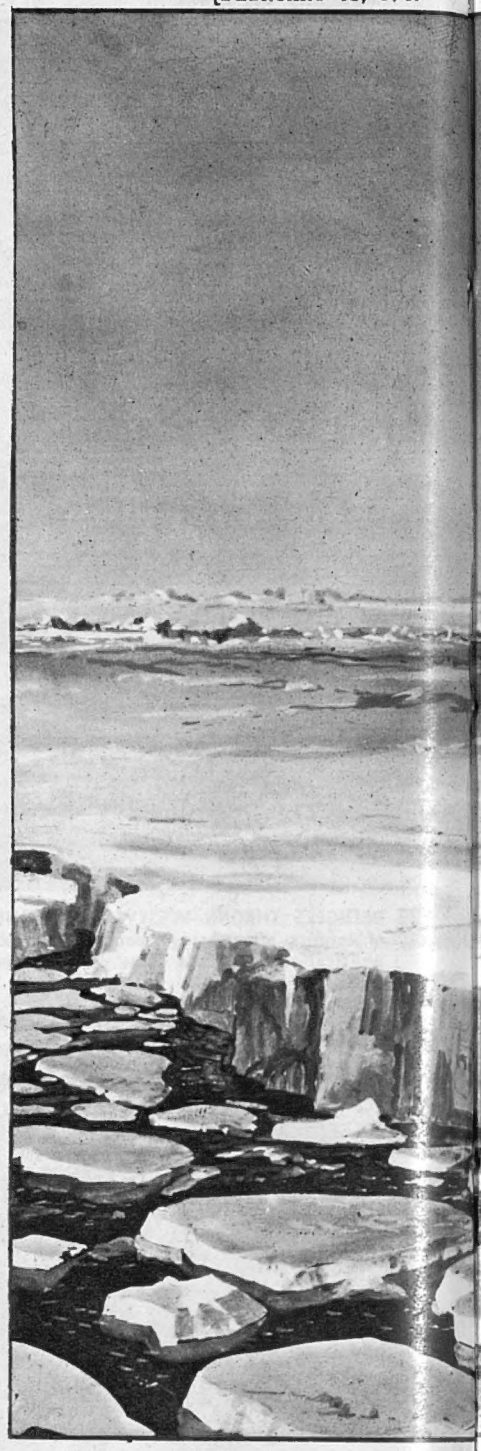
THE SITE THAT CONFRONTED ADMIRAL BYRD AND HIS COLLEAGUES ON THEIR RECENT ARRIVAL OVER THE BAY OF WHALES: A diagrammatic sketch showing the former position of Framheim, the base established by Amundsen in 1911-12, and of the first Little America set up by Byrd in 1928. At the end of January Admiral Byrd took off by plane from the aircraft-carrier "Philippine Sea" and he saw what had previously been reported by his advance party, that both these bases had disappeared, having been crushed out of existence by the converging ice cliffs. Meanwhile, the advance party had located the second Little America, which was used by Byrd in 1939-41, and there they established the 1947 base and prepared the flying-field for the arrival of the main party. Admiral Byrd will remain at this base throughout February in company with 190 men and five transport planes. With these planes he is mapping many hitherto unexplored portions of the Antarctic

ADMIRAL BYRD FLIES to LITTLE AMERICA

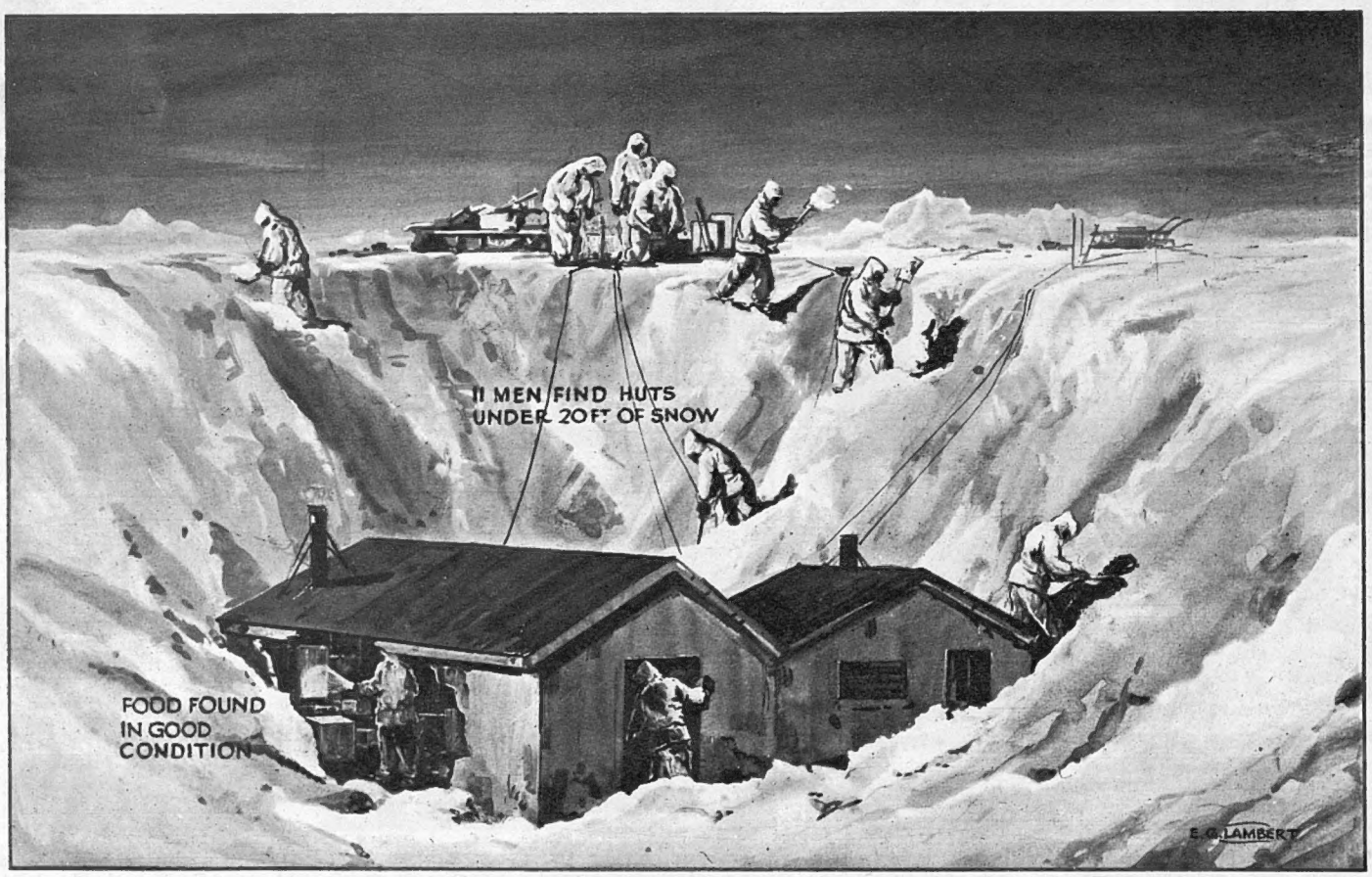
And Again Establishes His Base on the Great Barrier

Nine nations are at present concentrating on the South Polar regions, and the most important expedition, and quite the largest, is that under the leadership of Admiral Byrd, the American explorer who set out before Christmas with thirteen ships and 4,000 men, one of his intentions being to create an air base in the Far South and map the Antarctic Continent with the aid of heavy transport planes. Although meeting with unexpectedly heavy pack-ice in the region of the Bay of Whales, and although a Navy Martin patrol aircraft crashed in January on the pack-ice, causing a loss of three lives, the expedition has gone more or less to plan. On January 30 Admiral Byrd, following in the wake of his advance party, flew 600 miles to his base, Little America, on the Great Barrier, the same base which he occupied in 1939-41. On arrival he found that tremendous changes had occurred in the configuration of the Bay of Whales, and these are recorded in the above sketch-map.

At the time of writing, Admiral Byrd and 190 of his men are firmly established at Little America, and they are proceeding with their photographic survey, which at the end of the first week in February had already yielded the most spectacular results, making necessary radical alterations to all Antarctic maps. The aeroplane surveys have made possible the mapping of about 125,000 square miles. Already eight mountain ranges have been discovered, one 8,000 ft. high, and four large bays. About 2,000 miles of unknown coast have been delineated



THE GREAT BARRIER, AMERICA, WHICH WAS



THE SCOUTING GROUP OF THE 1947 EXPEDITION ARRIVES AT LITTLE AMERICA AND UNCOVERS SOME OF THE HUTS USED BY THE 1939-41 EXPEDITION: A diagrammatic drawing showing members of the advance party digging away the 20 ft. of snow overlaying the former base when establishing the camp and airfield now being used by Admiral Byrd on the Great Barrier. They found large stocks of food and other supplies which had been left when the camp was abandoned. All were in good condition—*Drawing by E. G. Lambert*

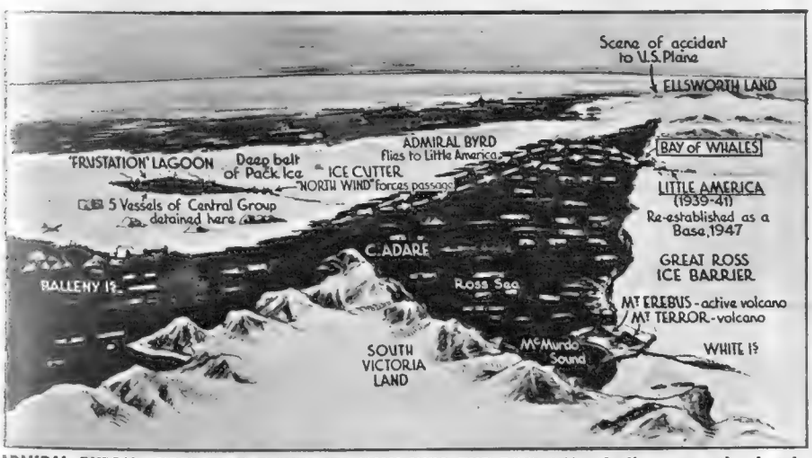
On left—
Among the finds made by Dr. Siple, a member of Admiral Byrd's 1947 advance party, when re-establishing the Little America site used in 1939-41, was a copy of an Oklahoma newspaper recording the news of Greek victories over the Italians. They also found weather reports for January 1941 which had been overlooked by the expedition's meteorologist in the hurry of departure, an inventory of supplies which had been made by Dr. Siple himself, stores and large quantities of food. The food was quite intact, as for nearly four years it has been stored in a hut which was buried 20 ft. under snow.

About a fortnight after Dr. Siple and the advance party had arrived at Little America and set up the base, Admiral Byrd flew in and landed on the airstrip in his transport plane. As he stepped from the leading aeroplane he exclaimed, "Well, back home again."

At the time of writing, the Admiral is now established at Little America with 190 men, and they will remain there until March 1. If the weather is propitious the transport planes will make at least twenty-five aerial reconnaissance trips.

WHERE ADMIRAL BYRD HAS ESTABLISHED HIS 1947 BASE—A DIAGRAMMATIC SKETCH SHOWING A SUPPLY SHIP LANDING STORES AND IN THE DISTANCE LITTLE AMERICA, USED IN 1939-41 AND HAS NOW BEEN OPENED UP AGAIN BY BYRD'S ADVANCE PARTY: At the end of January the commander landed on the Barrier and throughout February he will remain at Little America with 190 men and five transport planes equipped for photographic reconnaissance—*Drawing by E. G. Lambert*

Admiral Byrd's 1946-47 expedition met with difficulties the moment it approached the pack-ice in the region of the Bay of Whales, and the freighters which were to supply the stores for the present base at Little America on the Great Barrier were, owing to the narrowness of the channel, at first unable to penetrate as far as the Barrier and were compelled to turn back to open water. Eventually the freighters pushed their way into the Bay of Whales, and the advance party at Little America was able to go ahead with the establishment of the base in anticipation of the arrival of Admiral Byrd. The Great Barrier towers in some places to a height of 200 ft. It is ever-changing in character and treacherous at certain seasons



ADMIRAL BYRD'S EXPEDITION FIGHTS ITS WAY INTO THE ROSS SEA: A diagrammatic sketch showing the approximate situation of Byrd's Polar expedition at the end of January. At this stage the advance party had landed at Little America to establish Admiral Byrd's 1947 base, and in doing so discovered the 1939-41 base. Meanwhile the ice-cutter "North Wind" had forced a passage through the pack-ice, and eventually the freighters followed in her wake, although turning back at the first attempt owing to the narrowness of the passage. Admiral Byrd himself reached Little America by transport plane, taking off from the deck of the aircraft-carrier *Philippine Sea*. The map also shows the point at which the Navy's Martin patrol plane crashed on the pack-ice, and also Frustration Lagoon, where some of the expedition's vessels were detained. On more than one occasion in the history of Polar exploration the Ross Sea and the Bay of Whales have spelt disaster for ships venturing into the pack-ice. Admiral Cruzen, who commands the task force with Byrd's expedition, has wisely withdrawn some of his craft to a rendezvous outside the limits of the pack-ice—*Drawing by Percy Home*

BOUND FOR ANTARCTICA'S "HELL HOLE": The vessel "Port of Beaumont," with two planes lashed to its superstructure, leaving Beaumont, Texas, on the first stage of its voyage to the Far South. In charge of this subsidiary expedition is Commander Finne Ronne, who was Byrd's second-in-command in 1941, and he will establish his base at Marguerite Bay, near Graham Land. Commander Ronne will map the region between the Amundsen Sea and the Weddell Sea, an area Byrd himself describes as a "hell hole." The *Port of Beaumont* is an ocean-going tug, and she is expected to reach Marguerite Bay on or about March 10. Admiral Byrd in an interview with Press representatives on board the aircraft-carrier *Philippine Sea* predicted success for Ronne's expedition

AN ENCAMPMENT AMID THE FROZEN WASTES OF WIENCKE ISLAND, GRAHAM LAND: This picture is one of a number of newly-released Antarctic photographs taken during the war and in the course of the Graham Land Expedition of the British Falkland Islands Dependencies Survey. The expedition, which is still continuing its work, relayed to the British Government valuable meteorological data, and mapped many unknown areas

A BRITISH EXPEDITION IN GRAHAM LAND

The Record of War-time Sojourning upon the Antarctic Continent

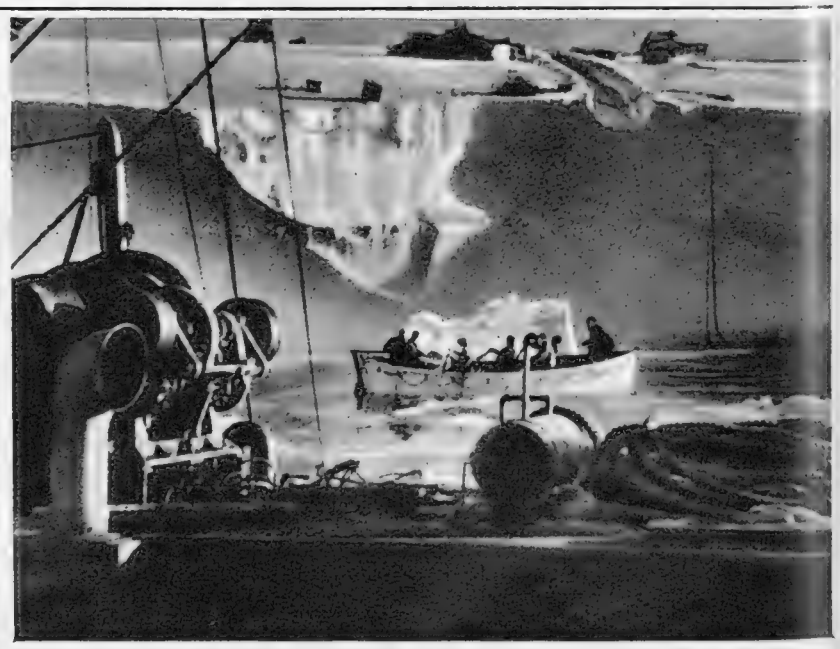
Admiral Byrd is in Little America, encamped with 190 men on the Ross Ice Barrier, and no fewer than nine nations are said to be interesting themselves in Antarctic exploration. There has been much loose talk of the search for uranium and mineral wealth in the South Polar regions, and only a few months ago, when the S.S. *Trepassey* left London with British scientists and explorers aboard, it was rumoured that Britain was entering the Antarctic race. Actually, the men who left in the *Trepassey* were going out to relieve the men of the British Falkland Islands Survey, and, far from joining in any race, they are now continuing the work of an expedition which began in 1943 when they established meteorological stations in the South Orkneys, the South Shetlands and Graham Land, using them to provide the Allies with vital weather information. At the same time they carried on the task of map-making in this partially explored area, while some of the excellent photographic results of the expedition are recorded on these pages.

At the time of writing an American expedition under Ronne is heading for this very same region, and it is understood that Ronne will make his base at Marguerite Bay, in the south of Graham Land. With him he will have two planes, and his aerial survey will no doubt add still further to our scanty knowledge. The British expedition is itself planning to make an eastward dash across Graham Land to the Weddell Sea, and it is possible that some form of contact will be made with the Americans.

AT THE TIP OF THE GRAHAM LAND PENINSULA: Looking across Steeple Peak to the heights of Mount Bransfield. Another picture taken during the course of the war by the Falkland Islands Dependencies Survey

WITH BYRD AT THE GREAT BARRIER

MAN OVERBOARD! Members of the Byrd Antarctic Expedition of 1928 going to the aid of aviation mechanic Benjamin Roth after he had been plunged into the icy waters through the calving of a section of the Great Barrier



THE CALVING OF THE GREAT BARRIER: This picture, taken during Byrd's 1928 expedition, shows how a section of the 200-ft. ice cliff broke away just at a moment when the Americans were preparing to load their stores

The Bay of Whales, fringed with its Great Barrier of ice, the cliffs towering to a height of 200 ft., has brought disaster or near disaster to more than one Antarctic expedition. At this very moment Admiral Byrd, the distinguished American explorer, is in Little America, a few miles inland from this Bay. He knows the area well enough, and the two pictures reproduced above, recording an incident of Byrd's 1928 expedition, also serve to show the menace of the Barrier. Whole sections of the Barrier may calve off in a few hours without any warning whatsoever, and from expedition to expedition the outline of the Bay of Whales changes remarkably. In 1911-12, for instance, Amundsen established his base at Framheim, and later Byrd established his first base at Little America. To-day neither of those places is in existence, a fact which Byrd recorded last month when he flew over the bay in the transport which carried him from his aircraft-carrier to Little America. Among the first to note the vagaries of the Barrier was Shackleton who, when he visited the Bay of Whales in 1908, saw a tremendous difference since the first Scott expedition.

THE MOST ISOLATED OF ALL OUR COMMONWEALTH OUTPOSTS—WHALERS BAY, DECEPTION ISLAND, THE CENTRE OF THE SOUTH SHETLAND AND GRAHAM LAND AREA: Lying at anchor in the calm waters of the bay is the "Eagle," which in 1944 relieved members of the Falkland Islands Dependencies Survey who had reached Deception in 1943 and established a meteorological base. During the remainder of the war this base contributed vital weather information

THE GRANDEUR OF HOPE BAY: A dramatic landscape at the tip of the Graham Land peninsula taken from the deck of S.S. "Eagle" as she steamed towards the shore on the morning of February 12, 1945. It was here that the Falkland Islands Dependencies Survey Expedition established its main base, opening a wireless meteorological station and continuing the task of mapping Graham Land. Since then a depot has been established on the 5,000-ft. plateau inland

THE BRITISH CAMP OVERLOOKING NEUMAYER CHANNEL, PORT LOCKROY: A scene on the eastern coast of Graham Land and just north of the Antarctic Circle. The tents used by the expedition, each housing up to four men, are double-walled, the air space in between serving as insulation

AND THEY SAY THAT PENGUINS DO NOT FLY! This picture, taken on the edge of Hope Bay, shows the birds leaping from the water to the security of the ice barrier. When the camera shutter opened three of the penguins were certainly airborne, but this is probably the limit of their flying powers

A FOREIGN NEWS SURVEY

KING IBN SAUD ABOARD THE UNITED STATES OILER "CIMARRON": The ruler of Saudi Arabia seen during the course of his recent visit to the Persian Gulf port of Dhahran, where he made an extensive tour of the properties of the fast-developing American-Arabian Oil Company

AND THE GRANDCHILDREN CAME TOO: Some of the young relatives of Ibn Saud who accompanied the ruler of Saudi Arabia on his visit to the Persian Gulf oil port of Dhahran, where he saw the latest industrial developments. The King flew to Dhahran in the plane presented to him by President Roosevelt, and this was the fourth flight that he had ever made. During his stay he was the guest of honour at a sumptuous feast, the menu including 280 whole roasted sheep, 2,000 roasted chickens, 5,000 eggs and a roasted camel. At neighbouring Ras Ranura the King saw the refinery of the American-Arabian Oil Company, which now handles about 100,000 barrels of oil daily

CATALANS SEE ALFONSO'S ELDEST SON: Don Jaime, the Duke of Segovia, and elder brother of the Spanish Pretender, Don Juan, with Baron de Viver (third from right), the Catalan Monarchist, and other Bourbon supporters, when he arrived at Barcelona in the "Cabo de Buena Esperanza." Don Jaime did not disembark, but many leading citizens were admitted on board to see the Prince. Don Jaime was on his way from Genoa to Lisbon to meet his brother. He has not set foot on Spanish soil for sixteen years

THE ROYAL ENTOURAGE PASSES THROUGH THE RAS RANURA REFINERY: This picture was taken during King Ibn Saud's visit to the Persian Gulf port of Dhahran. At present the oil is transported by ships from the Persian Gulf, but the Americans are now going ahead with a plan for conveying it by pipeline to Haifa. Interested in the scheme are the powerful Socony and Standard Oil organisations

NINE OF THE TEN MEN WHO PLEADED NOT GUILTY TO CONSPIRING AGAINST MILITARY AUTHORITY AT TEL-EL-KEBIR: The tenth refused to be photographed. The trial was held at Kassassin, near Ismailia, and Mr. D. N. Pritt, K.C., flew out specially to conduct the joint defence

THE DEFENDING COUNSEL AT THE KASSASSIN COURT-MARTIAL: Mr. D. N. Pritt, K.C., the Member of Parliament for Hammersmith North, interviewing a witness outside the Education Centre before the start of the trial of the ten men of No. 610 Vehicle Group. Lieut.-Colonel St. John Tayleur, the prosecutor, alleged that all the accused attended meetings between November 7 and 10 to discuss demobilisation, and that later a "strike" was called on Monday, November 11. Only thirty out of 350 men subsequently attended the morning parade. It came out in evidence that Lieut.-Colonel Strong, the Commanding Officer, had not made it clear to his men what was meant by mutiny under King's Regulations. He pleaded pressure of work

THE DEATH OF PRINCE GUSTAV ADOLF OF SWEDEN—ROYAL MOURNERS PASSING IN PROCESSION THROUGH THE STREETS OF COPENHAGEN AS THEY FOLLOWED THE COFFIN TO THE HARBOUR, WHERE IT WAS PLACED ABOARD THE SWEDISH WARSHIP "OSCAR II" AND CONVEYED TO MALMOE: The Prince, who was heir-presumptive to the Swedish Throne, was killed when taking off in the ill-fated Dakota from Kastrup Aerodrome, Copenhagen. The funeral took place later at Riddarholm Church, Stockholm. In this group are, left to right, front file: Crown Prince Frederick of Denmark, Prince William (Duke of Sudermanie and second son of King Gustav) and Mr. Sigvard Bernadotte (formerly Prince Carl Johan, who renounced his claim to the Throne when he married). He is a brother of the late Prince Gustav Adolf. Second file, left to right: Prince Knud of Denmark, Prince Axel of Denmark, Prince Viggo of Denmark and Prince Rene of Bourbon Parma (wearing French uniform). Among those behind them are Prince Oluf of Denmark, Prince Flemming of Denmark and Prince George of Denmark. At the subsequent ceremonies in Stockholm members of four Royal Families were present and representatives of thirty-five foreign countries. The Prince was laid to rest in the Royal burial-ground near Haga Castle. It was there that his mother, Princess Margaret of Connaught, was buried in 1922

MILWAUKEE HAD A BLIZZARD TOO: These cars were abandoned by their owners on Kilbourne Avenue during the great storm which swept across the Northern States one evening at the end of January. Owners unable to move farther just left their cars and trudged the rest of the way home through the deepening snow. There were similar scenes in many other parts of the city

IT WAS JUST THE SAME IN PARIS: Parisians lining up outside a butcher's shop for their meat ration during a recent blizzard which swept across the capital. Food prices have just been cut in France, and the banner across the street calls attention to the demand for a still further lowering of prices. It is hoped in this way to put a stop to the country's rapidly mounting inflation

PANDEMONIUM BREAKS LOOSE IN THE MEXICO CITY BULL-RING—AN AFTERNOON OF APATHY THAT ENDED IN A RIOT: These pictures were taken during a recent bull-fight, when Lorenzo (El Magnifico) Garza, Mexico's popular *torero*, found the bulls so apathetic that they would not fight. He is seen (*left*), cloak in hand, attempting to bring a bull to battle, and (*right*) pursuing his quarry round the ring in a most unbecoming manner. This aroused the ire and the ridicule of the spectators, who are shown as they stood up in their seats yelling imprecations at all and sundry. One spectator made an obscene reference to Garza's mother, and a report states that El Magnifico leapt the barrier, sword in hand, and assaulted his critic. When the riot was over about twenty *aficionados* had been injured, while Garza and his critic found themselves in gaol. Garza has since been fined 2,000 dollars

CHAOS REIGNED ON THE MAIN ROADS OF THE NORTH: A typical hold-up on the Grantham-Stamford Road in Lincolnshire following last week's heavy snowstorm which dislocated road and rail traffic over a wide area in the North, the counties in the North-East being almost completely cut off from those in the North-West. It was reckoned at one time that the hold-up depicted above created a line of 600 vehicles

IN COLDEST BRITAIN

Road and Rail Communications are Dislocated in the Snow-bound North

After Southern England had endured a cold spell equal to anything within living memory, the North Country had its turn and, if anything, the dislocation was greater, road and rail communication in Lancashire, Cheshire, Yorkshire and Derbyshire being brought to a standstill by the giant drifts. In Lincolnshire, villages and an R.A.F. station were isolated, while from many parts of the North came news of buses marooned on the main roads. At Lockton, seventeen miles from Whitby, a party of people, including thirty-two women and four children, spent the night in a stranded bus, while snow-ploughs, followed by relief parties, made ineffectual attempts to reach them

DIGGING A WAY THROUGH TO A MAROONED BUS: A dramatic scene on the road between Louth and Horncastle, in Lincolnshire, where the vehicle was caught in three-foot drifts on nearing the top of a hill. In the foreground a snow-plough is seen being brought up to aid the gang of men working with shovels. In the middle-distance on the right, cattle can be seen congregated at the edge of a field. Farther north in Yorkshire there were numerous reports of vehicles being trapped in the drifts, and in one bus 78 passengers were marooned for many hours when returning from a Leeds pantomime

THE HOLD-UP ON THE RAILWAYS: A steam-pipe, attached to the engine of a relief train, being used to clear the permanent way when three trains were snow-bound at Dove Holes, near Buxton. After the line had been partly cleared, three locomotives attempted with their combined efforts to pull the first of the stranded trains clear of the drifts, but it was of no avail, as some of the carriages were dragged from the line. The attempt had to be temporarily abandoned. (See also page 218)

A NORTHERN VILLAGE THAT FELT THE FULL FORCE OF WINTER'S GRIP—AN AERIAL VIEW OF GOXHILL, NEAR BARTON-ON-HUMBER, WHICH LAY UNDER A THICK MANTLE OF SNOW AFTER THE RECENT BLIZZARD: Drifts many feet deep choked the roads leading to the village, and about the only sign of life in the whole landscape was steam rising from a train in the station. The picture typifies conditions in Lincolnshire and in many parts of the North Country last week following one of the greatest blizzards in the last half-century. High winds, which continued to prevail after the snow fell, caused drifts which in some places reached a depth of 10 ft.

WHERE THE R.A.F. CAME TO THE RESCUE OF THE R.A.F.—AN AERIAL VIEW OF THE AIRFIELD AND AERODROME BUILDINGS AT BINBROOKE, LINCOLNSHIRE, AS MEN CAME OUT FROM THEIR HUTS TO PICK UP THE SUPPLIES WHICH HAD BEEN DROPPED BY DAKOTA: For several days Binbrooke was cut off from the outside world, and this was the only way to ensure the arrival of the rations. Two Dakotas of Transport Command made the flight over Binbrooke, dropping sufficient rations for 1,200 R.A.F. personnel, including a contingent of W.A.A.F.S. Each Dakota made two runs over the target, dropping in all ten panniers weighing 180 lb. each, and for the most part containing meat and bread. Coloured parachutes were used in order to ensure that they would be seen against the background of the snow. All of them fell in the chosen area, and all were subsequently picked up. During the winter of 1941, when there were particularly heavy falls of snow on the west coast of Scotland, several gun-sites had to be supplied in this way, but this is probably the first occasion this has been done for Service personnel in England

BRITAIN'S FOREIGN SECRETARY SIGNS THE FIVE PEACE TREATIES: Mr. Bevin, with Mr. A. V. Alexander standing at his right hand, putting his signature to the treaties with Italy, Hungary, Rumania, Bulgaria and Finland. The treaty documents, officially putting an end to the existing "state of war," were flown from Washington to London, via Moscow, and they have since been despatched to Paris

FIVE PEACE TREATIES SIGNED IN LONDON

And Other News from the Capital and the Provinces

With the signatures of the representatives of the Big Four Powers fixed to the five peace treaties, the Allies have officially brought to a conclusion the state of war existing between them and the Italian, Hungarian, Rumanian, Bulgarian and Finnish nations. The treaties have taken fourteen months to draft and they represent the more or less triumphant conclusion of a period of hard bargaining among the Allies, bargaining that bade fair at one time to end in deadlock and in the dissolution of their joint endeavours. Now the deputies of the Big Four are preparing for the next battle, the conclusion of the German and Austrian treaties, and it is to be hoped that the hard work done in London during recent weeks will give these a smoother passage

THE FUTURE LEADERS OF THE INDIAN ARMY: Brigadier K. M. Cariappa and Brigadier J. N. Chaudhuri, who are expected to receive senior appointments when control of the Indian Army passes wholly into Indian hands. Both Brigadiers are now in London to attend the Imperial Staff College, where they are working with General Slim, a personal friend. Brigadier Cariappa, now in his early fifties, became the first Indian to attain officer's rank when, with the original forty-two students, a military college was started in Indore. He will probably be Commander-in-Chief of the Indian Army. About 700 British officers now serving with the Indian Army are, it is understood, to be absorbed into the British Army. Transfers, spread over about two years, will probably begin in April or May. In addition, of about 800 regular British officers with over twenty years' service in the Indian Army many will soon go on pension. A strictly limited few will be transferred

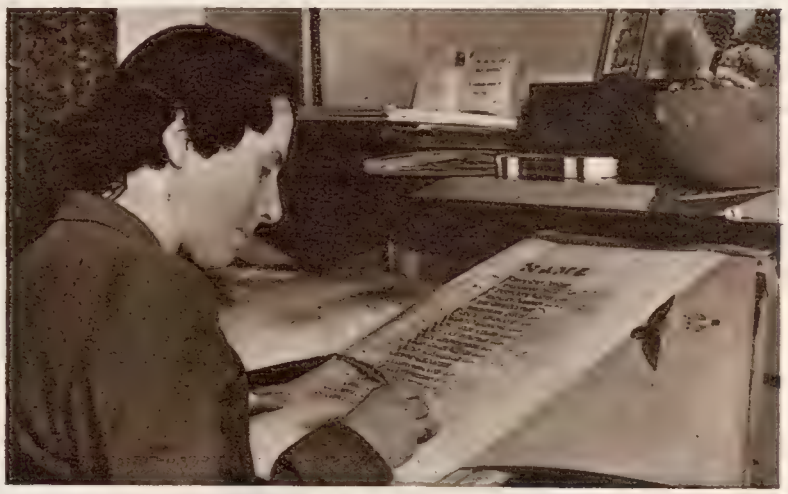
MR. BEVIN LUNCHES WITH THE ARAB LEADERS: The Foreign Secretary with Sheikh Hafiz Wahba (Saudi Arabian Minister in London), Mr. Creech Jones (Britain's Colonial Secretary) and Dr. Jamali (the Iraqi Minister in London) at a recent gathering at the Dorchester held in honour of the Palestine Arab delegates to the Palestine Conference. The Conference, which opened last September, and was adjourned in October and reopened in January, has been marked throughout by Arab firmness, and at the beginning of this month the Arabs made it plain that they would have no part whatsoever in the proposed plan of partition. The Arab point of view is that any Jewish State created in the Middle East would for years to come be a constant source of friction in the Middle Eastern world. The Arabs have been equally firm on the question of continuous Jewish immigration, holding the view that Britain has been weak in her whole approach to the matter

MEN WHO GUIDE THE COURSE OF FASHION: Dr. Booth (Chairman of the International Wool Secretariat), Mr. Edgar Behrens (Chairman of the National Wool Textile Corporation), Mr. William Haigh, Mr. Norman Hartnell and Miss Patricia Hill at the reception given in London by Mr. Hartnell to mark his election as Chairman of the Incorporated Society of London Fashion Designers. Mr. Hartnell has for years designed the Queen's clothes, and he has played a large part in making London a successful rival to Paris in matters pertaining to feminine fashion. The reception was held in Mr. Hartnell's Bruton Street salon, and among those who attended were London's leading ten fashion designers. Before the Royal departure for South Africa, Mr. Hartnell displayed some of the clothes which will be worn by the Queen and Princesses

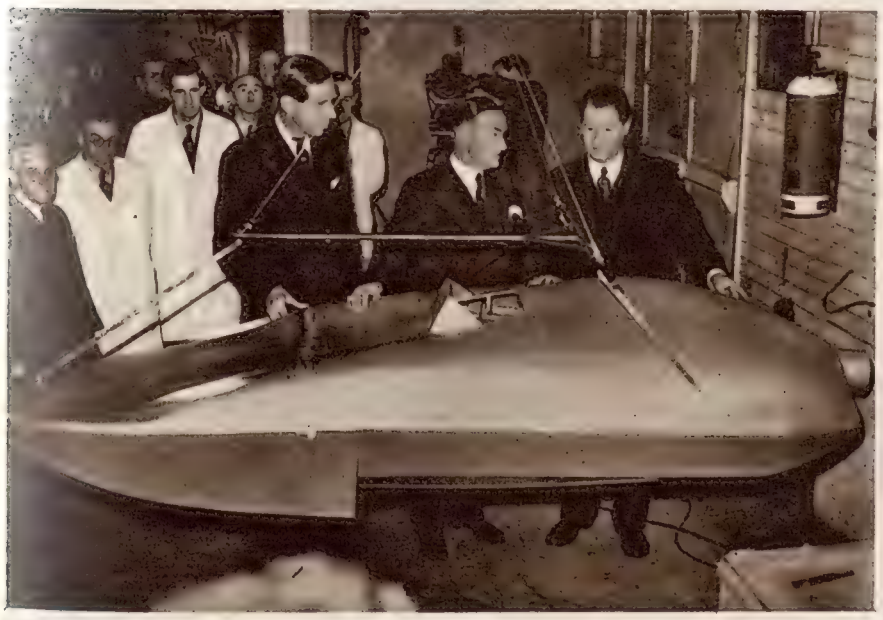
CARVED FROM SOLID TRAVATINE MARBLE: This rolling stone door, believed to be the only one of its kind in the world, stands at the entrance to the Relics Chapel in the crypt of the Roman Catholic Cathedral at Liverpool. The door is operated by a winch

PIPE-MAJORS IN THE MAKING: Pipe-Major Ross, one of the most celebrated of all performers on the bagpipes, instructing his military class in the Crown Wing at Edinburgh Castle. The men are shortly to take their certificates as pipe-majors—a most exacting examination. During the past sixteen years Pipe-Major Ross has instructed almost every pipe-major in the British Army. In addition he has been a prominent figure at many Highland gatherings, and has won numerous awards for his prowess on the pipes. This Edinburgh school includes pupils from many branches of the Service, some of them coming from Canada's Scottish regiments, which have first-class pipe bands

THE BIGGEST JOB FOR BRITAIN'S POST-WAR BUILDERS: A scale model of the Roman Catholic Cathedral of Christ the King at Liverpool, work on which has been held up by the war and latterly by lack of building materials. The site for the new Cathedral (intended to be a memorial to Archbishop Whiteside, first Archbishop of Liverpool) was purchased for £100,000 in 1930, and by the time war broke out in 1939 the crypt of the building had been completed. Conceived in the tradition of the cathedral-builders of the twelfth and thirteenth centuries, but in harmony with the architectural ideas of the twentieth, the structure was designed by Sir Edwin Lutyens, one of Britain's greatest modern architects, who died in 1944, and is proportioned on a colossal scale; except for St. Peter's Basilica in Rome, it will be the largest cathedral in the world. The building will cover an area of five acres (more than four times greater than that of St. Paul's Cathedral) formerly occupied by a Poor Law institution for the destitute. Its total length will be 670 ft., and its height to the top of the cross surmounting the dome will be 473 ft. The interior of the Cathedral is to be big enough for 10,000 people to attend Mass in sight of the High Altar. In all there will be twenty-four altars



MISS DAISY ALCOCK AT WORK ON HER RECORD OF THE IMMORTAL "FEW": One of Britain's leading illuminators seen in her Kensington studio, where she is completing the roll of honour bearing the names of the men of Fighter Command who sacrificed their lives in the Battle of Britain. The Roll, which is to be deposited some time this year in the R.A.F. Memorial Chapel of Westminster Abbey, will comprise about 150 pages engrossed and illuminated in gold leaf and colour, and bound in leather with a specially designed decoration. Miss Alcock began the work in 1943. Latterly she has been handicapped by a broken ankle, and her leg, encased in plaster, has to be propped up as she sits at her desk



SIR MALCOLM CAMPBELL PLANS TO RAISE THE WORLD'S WATER SPEED RECORD: The famous motorist standing between Commander Peter du Cane, managing director of Vospers, and Major Halford, of de Havilland's, when inspecting a scale model of Sir Malcolm's motor-boat "Blue Bird." The model, which had just been submitted to test in the Fairey Aviation Company's wind tunnel at Hayes, showed that Campbell should be able to better by a considerable margin the speed of 141·7 m.p.h. when he attempts to break his own record next May. He will use the original *Blue Bird* hull for the attempt, as redesigned by Commander du Cane. The new power unit is a de Havilland Goblin II gas turbine engine

ST. BLAISE'S DAY IS CELEBRATED IN A LONDON CHURCH: The Rev. R. Catchesides blessing throats at the annual service held at St. Ethelreda's, Holborn, when there was the usual attendance of people, including many sufferers from throat affections. It is the practice to hold two consecrated candles in the form of a cross and apply the cross to the throat of sufferers. The custom has its origin in a miraculous cure wrought by St. Blaise, the physician who entered the church and eventually became Bishop of Sebaste in Armenia. While in prison as a martyr it is recorded that he saved the life of a boy who was nearly choking

EPSTEIN'S NEW SCULPTURE

Some Portrait Busts at the Leicester Galleries Exhibition

Ever since Epstein completed the Oscar Wilde memorial in Paris in 1909, his work revealing that the influence of African primitive sculpture was strong upon him, this artist has never for long been out of the news. With his magnificent portrait busts, with all their assurance and vitality and their dignified modelling, he has built up a lasting reputation, while with his more abstract productions, notably "Genesis" and "Adam," he has left the public bewildered. In his latest work, now on exhibition at the Leicester Galleries, the great modeller has avoided theatrical efforts at conceptional carving, and this series of portrait heads and busts evidence to the full his expressive art

THE CHARM OF EPSTEIN'S CHILD PORTRAITURE: "Ann" and "Ymiel," two examples of the fine modelling in the sculptor's latest exhibition which is now being held at the Leicester Galleries. The slight note of formalism in the two sculptures rather adds to their charm

A CHAINED MALE AND FEMALE SLAVE: This is the most dramatic of the sculptures in Mr. Epstein's present exhibition, and forms, it is understood, part of a larger work which he has in mind and may consist of as many as fifty separate figures

On left—
PRINCESS NADEJDA DE BRAGANZA: This portrait bust was commissioned by the Princess a few months before her tragic death. The Princess, a member of the Portuguese Royal line, worked in London with the Red Cross during the World War, and she became the wife of a Free French officer. She was a great admirer of Epstein's work, particularly the brilliance of his modelling technique

"BETTY," A BUST OF ONE OF EPSTEIN'S LATEST MODELS: Her full name is Betty Peters. She is 5 ft. 9 in. tall, and has a mass of jet-black curly hair, betokening her African descent. She lives in the East End of London. The bust typifies the vitality of Mr. Epstein's portraiture, which has won him increasing admiration with the years, and is really his own individual development of the romantic sculpture of the nineteenth century

PARLIAMENT SQUARE AS IT WAS BEFORE THE DEMOLITION OF WESTMINSTER HOUSE : For nearly fifteen years the Square has been almost as much a centre of controversy as the neighbouring Commons. In 1935 Middlesex County Council bought the freehold of the Westminster House site, in the Canning Enclosure, on the right-hand side of the Square, in order to prevent the erection of a commercial building. Just before the war the demolition of Westminster House was completed, and now the Chancellor of the Exchequer has made a new contribution which will allow the much-debated plot of ground to be added in perpetuity to the open space of Parliament Square

PARLIAMENT SQUARE AS IT IS TO-DAY : This drawing shows the Square more or less as it has appeared since the removal of Westminster House. It will be seen how the removal of Westminster House gives a new and very much better view of Middlesex Guildhall

THE ULTIMATE PLAN FOR PARLIAMENT SQUARE : An artist's impression of the open space when it has been adapted in accordance with the proposals of the Minister of Transport and approved by the Commissioner of the Metropolitan Police. The existing Square will be widened, being given an added dignity in keeping with its importance, and the Westminster House site will be correspondingly narrowed

THE PLANS FOR PARLIAMENT SQUARE

A New Dignity for the Centre of Westminster

Narrow streets and miserable houses once covered the site now known as Parliament Square, and when these were swept away at the beginning of the nineteenth century there was left a gaping void which the wits of the time chose to call the Desert of Westminster. In modern times Parliament Square has presented an appearance of reasonable dignity, although not fully in keeping with the importance of the site in the very heart of the Commonwealth.

In 1933, however, the site was gravely threatened when it became known that various leases and sub-leases of the Westminster House property had been acquired, and that, following negotiations with the Ecclesiastical Commissioners, it was proposed to erect a nine-storey block of offices on the west side of the Square. The developer, it seemed, was even proceeding to invite tenders.

Faced with this situation, and realising that a colossal commercial building would inevitably destroy the dignity of Parliament Square, Middlesex County Council bought the freehold of the site for £375,000.

This public-spirited gesture temporarily staved off a menacing situation, but since then plans for Parliament Square have hung fire, and during the war years there were inevitable delays. As a result, however, of the recent action of the Chancellor of the Exchequer in increasing the Government contribution, the whole scheme can now go forward, with the moneys granted by the Treasury, the Pilgrim Trust, the Middlesex County Council, the London County Council, the Westminster County Council, and the Royal Institute of Chartered Surveyors making up the required £400,000.

The ultimate plan for Parliament Square, which is illustrated at the foot of this page, is imaginative and, from a traffic point of view, practical.

DUDDON IN DANGER— ALDERLEY SAFE

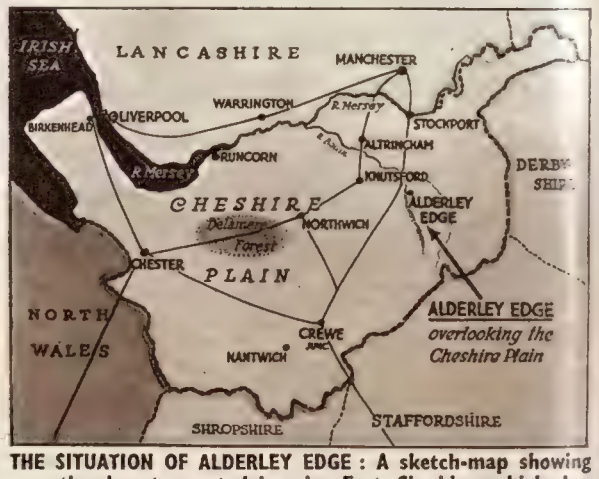
Two Beauty Spots which Have Been the Centre of Controversy : The Nation Acquires Cotehele Hall

A THREATENED BEAUTY SPOT IN THE LAKE DISTRICT : A springtime scene on the banks of the River Duddon, in the heart of the Wordsworth country. The plan to dam the upper reaches of the river in order to provide water for homes in 200 square miles of the Furness area has been bitterly opposed by the Friends of the Lake District

THE COURSE OF THE DUDDON THROUGH THE LAKE DISTRICT : A sketch-map showing the river and the neighbouring Furness area which it may be called upon to supply with water

The claims of industrial Lancashire and Cumberland have oftentimes in the past conflicted with the opinions of those who would preserve the beauties of Lakeland, and now, following the Ennerdale controversy, the ever-active Friends of the Lake District are opposing the plan to dam the waters of the Duddon. The Secretary of the Friends of the Lake District Society has urged that the scheme will mar the upper reaches of the Duddon, while Barrow Council are also in opposition because most of the cost would have to be borne by the Corporation

A CELEBRATED CHESHIRE BEAUTY SPOT PASSES INTO THE NATION'S KEEPING : An autumn scene looking across the Cheshire plain to the high moors of Derbyshire from the fir-clad slopes of Alderley Edge. As a result of a recent compulsory purchase order, Alderley Edge, comprising 220 acres formerly belonging to Lord Stanley of Alderley, is handed over to the National Trust, thus bringing to an end a long period of uncertainty regarding the future of the property. The area was originally to have been developed as a building estate, but it was withdrawn from the sale on the intervention of the East Cheshire Committee of the Council for the Preservation of Rural England. A paid forest warden will now be enrolled, and he will be assisted by several local volunteers to guard against damage



THE SITUATION OF ALDERLEY EDGE : A sketch-map showing the beauty spot lying in East Cheshire which has now passed into the hands of the National Trust

On right—**THE PURCHASE OF DALE FORT : This fort, and the 20 acres of land along Dale Point, at the entrance to Milford Haven, are being purchased by the West Wales Field Society as a bird observatory. The Society is about to launch an appeal for funds to equip the place and convert the fort into what will be a permanent field study centre**

AN HISTORIC WEST COUNTRY HOUSE FOR THE NATION : Cotehele House, situated on the right bank of the River Tamar, is one of the best-preserved mansions of its kind in Cornwall. Together with an area of surrounding land, it has been acquired for the nation in lieu of death duties from the owner, Lord Mount Edgecumbe, who himself suggested the transfer. Lord Mount Edgecumbe is leaving on loan in the house his rare collection of late Stuart and early Georgian furniture

CARLISLE ELECTRICITY STATION AT WILLOW HOLME IS DAMAGING THE SALMON FISHERIES : The River Eden Catchment Board declares that the hot water being returned to the river from the station will eventually spoil the fishing facilities. It appears that a third of the river-flow passes through the station, and it comes back into the river at a temperature far too high. The Eden is quite one of Britain's finest salmon-fishing rivers, some fishermen rating it only second to the Wye

A CORNER OF THE GREAT HALL AT COTEHELE HOUSE : Ancient weapons and suits of armour adorning the walls of the West Country mansion which has been acquired by the National Trust in lieu of death duties. The house and property have been in the Edgecumbe family since 1353. This is the first great house to come into possession of the nation in accordance with the scheme for the composition of death duties put forward by Mr. Dalton in his last Budget. The fifth Earl of Mount Edgecumbe, who died in 1944, left his estate of £600,411, net personalty £392,154, to the present Earl, of Holwell Court, Hatfield, Herts, and his heirs on trust

On left—AN IMPORTANT ADDITION TO HAMPSTEAD HEATH : In the foreground is part of the property known as Heathlands, one of two private estates which the Hampstead Heath and Old Hampstead Protection Society has been seeking to purchase for £26,000, thus adding 3½ acres to the public area of the Heath. One of the estates was once owned by Mr. Gladstone

"THE EMPIRE'S GREATEST FOREIGN ASSET"

The Story of William Knox D'Arcy and the Persian Oil

By CHARLES GRAVES

QUIZZES being popular, I am prepared to wager a bottle of Concession champagne to a packet of cigarettes that only one in a thousand of SPHERE readers has ever heard of the founder of what has been called the British Empire's greatest foreign asset. This is, of course, a double-barrelled challenge, because it is necessary to guess (if you don't already know) what is the British Empire's greatest foreign asset. Well, I will help you. It is the Anglo-Iranian Oil Company. And its founder? William Knox d'Arcy, who was born in Devon in 1849, emigrated to Australia in 1860, made a fortune out of the Mount Morgan Gold Mine in 1882, and sent an agent in 1901 to Teheran to negotiate with the Persian Government for an oil concession. Hence Anglo-Iranian. What a movie his biography would make if the script writer could discover anything about him except these bald facts and the date of his death, in 1917!

To-day, with the coal situation more desperate than ever before; with motorists anxious to know whether they will really be able to have as much petrol as they want this summer; with the alluring prospect of a pipe-line from the neighbourhood of Abadan, on the Persian Gulf, being driven over hundreds of miles to some point on the Mediterranean; and with, finally, the possibility that nuclear fission may provide all the energy previously produced by coal, electricity and oil, the activities of the Anglo-Iranian Oil Company are first-rate news.

The existence of petroleum in Iran has been known for several thousand years. In early days it was used as a cure for mange in camels; and petroleum gas escaping from vents in the ground, over which the Zoroastrians purposely erected their fire temples, provided an inexhaustible supply of fuel for the "eternal fire" by apparently miraculous means. And yet it was only a generation ago that oil was produced in commercial quantities, thanks to William Knox d'Arcy.

It was a memorandum by the French geologist M. de Morgan (it is curious how this surname meant so much in d'Arcy's life) which led him to investigate the oil deposits in the western part of Iran. As it turned out, the preliminary sites for drilling operations were fruitless.

Few people unconnected with the petroleum industry have any idea of the heavy cost attending the discovery of an oilfield. Oil is, as a rule, found in sterile areas, miles from anywhere, and its large-scale development involves years of hard work and high expenditure without any guarantee of success.

Millionaire though he was, William Knox d'Arcy decided that it was too expensive to continue, single-handed, the quest for Iranian oil. Ultimately he found partners with sufficient capital willing to risk the venture and continue to operate the concession. Drilling was resumed, unsuccessfully as before. But it was decided to make a final effort, and, at last, almost exactly seven years after the grant of the concession, oil was reached in commercial quantities. As a result, the Anglo-Persian Oil Company (its name was changed to the Anglo-Iranian Oil Company in 1935) was formed. Having selected a suitable site for a refinery at Abadan, the company constructed a pipe-line connecting it with the first successful oilfield at Masjid-i-Suleiman. This line took two years to complete; it had an annual capacity for 400,000 tons—a figure now dwarfed by the vast system of 1947, when 20,000,000 tons of crude oil can be piped to Abadan every year.

To-day Abadan has a population of 120,000, yet, less than forty years ago, it consisted of a few scattered huts and a palm grove or two.

An important event in the career of the Company was in May 1914, when the British Admiralty entered into a long-term contract for fuel oil for the Navy, and the British Government simultaneously invested £2,000,000 in the Company. Thereafter the Company was able to make substantial additions to its plant at Abadan and elsewhere.

The start of World War I compelled it to push forward an expansion programme as fast as possible before Turkey entered the war on Germany's side and the oilfields, pipe-line and refinery were menaced. This threat was successfully countered by the prompt despatch of British troops to the head of the Persian Gulf. Landing there, they speedily rolled the enemy forces back and saved Abadan, but the danger was not over. Within Iran itself a number of tribes openly rebelled, and some of their men cut the pipe-line, rendering it useless for three months. The damage, however, was repaired. The tide of war receded northwards, and by 1917 the capacity of the pipe-line had been increased to 3,000,000 tons a year. Altogether, oil played a considerable part in winning World War I.

Between the wars the Company expanded its operations enormously. Merely between 1921-23 its capital expenditure amounted to £32,000,000. Further oilfields were discovered and developed, but a tricky period occurred when the Iranian Government decided that the original concession granted to William Knox d'Arcy in 1901 was out-of-date and needed revision. After some negotiations the period of the concession was extended to 1993; the concessionary zone was limited to 100,000 square miles, to be chosen by the Company; the royalty, instead of being calculated as a percentage of the net profits, was placed on a tonnage basis, but the Company received complete exemption from all the local taxation in return for certain fixed payments for every ton of oil extracted; and the Iranian Treasury was protected against depreciation of sterling in terms of gold.

Two years before the outbreak of World War II Anglo-Iranian's production of oil reached the 10,000,000-ton mark for the first time. But the impact of World War II was temporarily disastrous. The entry of Italy closed the Mediterranean and the shortage of shipping resulted in a complete cessation of exports to the United Kingdom in 1941. The staff was depleted, and it became exceedingly difficult to obtain replacements of plant and material for maintenance and development work. The presence, too, of large numbers of Germans in Persia during the first two years of the war constituted a serious threat. This disappeared after the entry of the Allied troops into Iran in August 1941, though in the course of the brief campaign several of the Company's employees were killed.

The entry of Japan into the war, and her subsequent occupation of the Dutch East Indies and Burma, suddenly made Abadan vitally important for Allied oil supplies in the Eastern hemisphere. One outstanding Anglo-Iranian contribution to the Allied war effort was the large-scale production of 100-octane aviation spirit. Until the outbreak of war, experts had said that it was impracticable to produce it in commercial quantities at Abadan. As proof of this, only 13,000 barrels were processed daily in 1939—insufficient for a single major bombing raid. But as hostilities continued, the production of this remarkable fuel rose to nearly 600,000 barrels a day, giving the British and American air forces a marked advantage over their opponents. As one Battle of Britain pilot aptly remarked, "If birds ran on petrol, 100-octane would give the hawk the power of an eagle."

At Abadan alone, 1,000,000 tons of 100-octane spirit was being produced each year by 1944. This not only met a very large proportion of the total requirements of the R.A.F. and the U.S.A.A.F. in the Middle East and Far East, but also enabled very large quantities to be sent to Soviet Russia.

The reopening of the Mediterranean after the Allied landing in Sicily led to a further extension of the demand for oil products from Iran, and within a year production reached over 13,000,000 tons—a figure easily surpassed in 1945, when the total reached 17,000,000 tons.

The losses sustained by the Company during the war were most severely felt in its shipping. Half the pre-war fleet of ninety-three tankers were sunk by enemy action. In Iran, too, the war produced various difficulties. The housing programme had to be slowed down, then stopped altogether, at least for a time. Inflation was another evil. Even when the war was over, labour troubles became acute. These have now been satisfactorily solved as a result of amicable discussion between the Iranian Government's Ministry of Labour and the Company. Elsewhere it is rapidly replacing its lost tonnage, and has nearly 100 ocean-going tankers in operation or building, while with production from the oilfields in 1946 estimated at some 19,000,000 tons, Abadan refinery is regarded, even in America, as the largest in the world.

To-day, it is an open secret that there is enough petrol in Great Britain to make petrol rationing quite unnecessary. But unfortunately the demand for dollars is so great that the withdrawal of coupons is still delayed. But every day throughout the world the lack of coal is causing more and more firms to convert to oil fuel. This is happening in Denmark as well as in England, where the railway companies are now specialising in railway engines which work on oil instead of coal. The shipping companies long ago realised the seriousness of the situation, and to-day 55 per cent. of all reasonably-sized vessels operate on oil fuel instead of coal.

The Government drive for the conversion to oil firing in industry provides a further incentive for the use of oil, a ton of which is equivalent to a ton-and-a-half of coal, from the point of view of energy. At the moment only some 12,000,000 tons of oil are used annually in Great Britain, compared with something in the neighbourhood of 200,000,000 tons of coal. But as research continues and develops its uses, oil will become more and more important to the economy of the nation.

In the meantime, no public tribute has yet been paid to William Knox d'Arcy, without whose private enterprise and persistence we might never have had a share in the immensely rich oil wells of Iran.

FROM A FEW SCATTERED HUTS AND A PALM GROVE: The thriving refinery city of Abadan, which has recorded such a startling growth in the last forty years and to-day boasts a population of 120,000. In 1944 Abadan alone produced 1,000,000 tons of 100-octane spirit, meeting a large proportion of the R.A.F.'s requirements. The river in the foreground is the Shatt-el-Arab, whilst that on the other side of the refinery is the Bakmashir. The oil pipe-line from the oilfields can be seen entering the refinery at the top right-hand corner of the picture

YOUNG and WEIGHTY TALENT

Some New Stars of Stage, Concert Platform and Film

NOEL COWARD'S NEW LEADING LADY: Moira Lister, twenty-three-year-old South African actress, is to play opposite him in the new production of "Present Laughter." She played on the London stage in 1943 and did a season at Stratford-on-Avon in 1945, after which she joined the John Clements - Kay Hammond Company

A GIRL WITH A "BRILLIANT AND PHENOMENAL" VOICE: Francesca Hayes comes here from Australia. Francesca Hayes is the latest Australian singer to win world renown. She is to continue her studies in this country and in America, where the Director of the Metropolitan Opera House has already arranged to give her an audition

ONE OF MR. RANK'S YOUNG LADIES: Sonia Holm, Sutton-born ex-Waaf, signs a long-term contract. With experience in ballet, musical comedy, repertory and panto., she has turned to films and will play a lead in the new picture, *The Loves of Joanna Godden*. During the war she became a Waaf and rose to the rank of Flight Officer

A CANADIAN ACTRESS FOR HOLLYWOOD: Lois Maxwell, nineteen-year-old actress, has signed a seven-year contract with Warners. At ten years of age she was a professional dancer; at seventeen she was playing to Canadian troops in Normandy until someone discovered her age and she was returned to England immediately

"TWO-TON TESSIE" AT THE MICROPHONE: Tessie O'Shea, mammoth of the music-halls, sings at the Odeon Cinema. The popular comedienne was taking part in the British Film Festival at the Odeon Cinema, in Leicester Square. Film actors and actresses gave excerpts from last year's films for the National Film Award, organised by the *Daily Mail*. Miss O'Shea sang a number from *London Town*, the big musical picture, shown in London recently

A MANCHESTER SHOP-GIRL GIVES A PIANO RECITAL: Joan Burns during her concert at the Houldsworth Hall in Manchester. She serves in her mother's shop when she is not engaged in a daily practice of five hours and in her studies at Manchester University, where she is taking courses in English and French. Joan Burns is only twenty-four years old. Her father died when she was ten, and it is due to her own application and to her mother's assistance that she has achieved her ambition of giving a recital in public

SHAKESPEARE DURING THE COLD SPELL: Overcoats were worn during the rehearsals for the production of "Love's Labour's Lost," at the Toynbee Hall. Stages are notoriously draughty places, and this one was a bleak background for the players, when they rehearsed Shakespeare's comedy, which is one of the plays in the Stratford-on-Avon Festival at the Toynbee Hall, in East London

The World of Books—By VERNON FANE

WOLFE AND THE AMERICAN WAY OF LIFE

A Literary Genius of a Rare Kind and His Contribution to the Literature of Our Time

THOMAS WOLFE died at Baltimore in 1938 at the age of thirty-seven. The first of his two posthumous novels was published in New York in 1939 and now appears in an English edition for the first time. THE WEB AND THE ROCK (Heinemann. 12s. 6d.) carries an introduction by J. B. Priestley, who roundly declares it to be Thomas Wolfe's greatest novel. "We have heard a great deal during these last years about The American Way of Life," says Mr. Priestley. "That way of life is on show here, presented by a man of genius."

In America to-day Wolfe is already a classic. Over there he is as accepted an immortal as Dickens is here. By English standards he is incomparable, because nothing like him has ever happened in English literature. On the strength of his first novel, *Look Homeward, Angel*, Sinclair Lewis declared that Thomas Wolfe had written the Declaration of Independence of American letters.

True to their Way of Life, the Americans have taken Wolfe and Digested him (i.e., potted him) as well as taking him in omnibus volumes, portable pocket volumes and in school text-books. The reason is not far to seek. He stands head and shoulders above the crowd of talented and quite remarkable American writers of the past twenty years by reason of his literacy and poetic content.

Yet his first book, *Look Homeward, Angel*, attracted little attention over there until the English reviews began to appear. Here it was an instantaneous success. Curiously enough, he wrote most of that book while staying in this country; at Ilkley, in Derbyshire, and in London. A large part of his second novel, *Of Time and the River*, was also written in London. Yet he was never very happy or at home here or in France (he came to Europe on a Travelling Fellowship). He liked Germany better.

He produced four large novels: his last posthumous work has not yet appeared in England. They are obviously autobiographical. His own prefatory note to *The Web and the Rock* begins, "This novel is about one man's discovery of life and of the world." He goes on to define discovery as a process of finding out "through error and through trial, through fantasy and illusion, through falsehood and his own foolishness, through being mistaken and wrong, and an idiot and egotistical and aspiring and hopeful and believing and confused, and pretty much what every one of us is, and goes through, and finds out about, and becomes."

He may ring the changes on proper names and the fictionized names of places in each book, but they are, in fact, one work; one huge autobiographical novel. It is said that the first one was twice the size in manuscript, and that it owes much to the devoted and inspired editing of his American publisher. The legend grew so strong that he took this, his third book, off to another publisher, to prove to the world, and possibly to himself, that he could be independent of editing, however devoted and skilled. At the same time he appointed that editor his literary executor.

Here, then, is *The Web and the Rock*, "Thomas Wolfe's greatest novel," says J. B. Priestley, "filled with faults as easily seen as the skyline of New York," but "a literary genius of a rare kind." Even if I had the space I would not wish to add anything to that.

In contrast, Mr. Denis Mackail epitomises some very English qualities. Or, since he is presumably a Scot, must I use that dubious word, British?

As a novelist Mr. Mackail is a practised craftsman with a reputation for the subtler form of humour. He is a master of effects by under-statement, and can create character by implication where a lesser writer would be found using all the props.

THE WORLD'S MOST ACTIVE BOOK-DEALER AND HIS LATEST PURCHASE: Dr. A. S. W. Rosenbach, the celebrated buyer of rare editions, holding a copy of the Bay Psalm Book (1640), the first book ever published in America, for which his agent paid 151,000 dollars at a recent auction. This is over 40,000 dollars more than the price paid some years ago by Dr. Rosenbach for a Guthenburg Bible and it is the biggest sum ever given for a book at an American sale

OUR HERO (Hutchinson. 10s. 6d.) is the fictionized biography of a man whom the world would write off as a colourless nonentity. In fiction, at any rate (and the Brothers Grimm rubbed it in), the second brother of a family of three brothers is always an insignificant figure. Stephen Glazebrook had two brothers, the firstborn and the baby. Stephen it is who serves four years in the trenches in the first German war, while his elder brother studies to be a doctor, and the younger only arrives in France in time to acquire chronic neurosis.

Stephen makes what looks to be a good marriage and has a daughter, Cressida. His wife runs away with one Gerald Avening and, divorcing Stephen, marries him. Soon afterwards they are both killed in an air crash. Stephen carries on in his self-effacing way, being imposed upon by his brothers and bringing up Cressida as best he can. Then, in the present day, Cressida is married, widowed, and falls in love again. This presents Stephen with a fresh problem in which Avening's first wife is involved.

Under a less expert hand than the author's he might have become priggish, but we are left with the impression of a thoroughly nice man who deserves every bit of his ultimate happiness.

THE LONELY SKIER (Collins. 7s. 6d.) is a sensational story, and I don't mean by that that it is anything like a lurid advertisement for an inferior film, though it would, now I come to think of it, make a fine film, but that it is exciting, thrilling and even melodramatic in exactly the right proportions for considerable success.

Mr. Hammond Innes is growing in stature as a novelist; the present book is certainly by far the best and most accomplished work of his up to date, and he is developing a tensity of style and a tautness of writing that leave very little opportunity for a blue pencil. This is primarily an adventure story, and if at times the reader feels that he has had almost too much excitement and too many hair-raising incidents to digest in comfort, the author could very well reply that neither comfort nor calmness is any part of the effect he has attempted to produce, and indeed has produced with such success.

The result is violent action and a varied number of violent deaths, including one of the most ingenious attempted murders of which I have ever read. Recommended as a really first-rate thriller, and I don't mean perhaps!

There is a good deal more sordidness, a very great deal more dirt, and just about the same amount of violence in Mr. Ambrose Grant's novel, MORE DEADLY THAN THE MALE (Eyre and Spottiswoode. 9s.). This is a far cry, or yodel, from the snowbound peaks to the dingy side-streets and questionable clubs of London, where gangs exist in a fifth-rate way, and dream regretful dreams of the days of Al Capone and Legs Diamond.

Nevertheless, it has its merits as a fast-moving gangster story, without the usual flatness of characterisation. Here the principal, and indeed the most interesting, character is a large young man, rather ineffectual, lonely and home-loving. Incongruously he owns a large Luger pistol which has belonged to his father, and although he never takes it out except to polish and oil it, the gun becomes the focal point of all his imaginings.

In these he sees himself as a millionaire gangster, ruthless and a dead shot. The contrast with the truth is great enough for him to be picked out by an unscrupulous man and woman who use him as an unconscious foil and, worse, trick him into committing murder. Through all this, the big young man remains in love with the woman, trying to make himself believe that she, too, has been duped, and that there is a chance of her loving him in return.

His death, and the fact that he actually sends the woman to her own particularly horrible end are melodrama again, but have an odd inevitableness that brings the whole story nearer to tragedy than to horror.

C. E. Vulliamy has won for himself a considerable position as a historian, satirist and fiction writer, but it is difficult to understand why he should have combined his talents in all three directions in producing his latest book, MAN AND THE ATOM (Michael Joseph. 8s. 6d.), in which he comments with evident and cold-hearted glee upon the current human dilemma. Mr. Vulliamy is pleased to tell us that war is a welcome diversion for many people in the nation, exalting the obscure, making every man a hero, and providing acceptable alternatives to life's drab routine. "Even aged people," the author declares, "were, during the last war, strangely exhilarated by the imminence of peril and the wild uncertainties of their disturbed environment." This viewpoint is advanced possibly for the mere sake of provocation, and indeed this may be the whole purpose of the book, which comes perilously near to being a pot-boiler. Mr. Vulliamy, with his light and frivolous touch, treats of the grim subject of atomic warfare, and he makes no better use of his odd moments of seriousness than to put forward the obvious point that if we do not control the atom the planned annihilation of the civilised races is actually possible.

Another book, also semi-political in its theme, but challenging rather than provocative, largely factual rather than discursive, is Montgomery Belgion's EPITAPH ON NUREMBERG (Falcon Press. 3s.). This may prove a far from popular summing-up of the recent trial of the twenty-one Nazi leaders, as it raises doubts regarding the verdicts. "St. George has slain the dragon," declares Mr. Belgion, "only to find that it is the dragon's features which confront him when he now looks into a glass."

The author attempts to show that the Allied record does not bear close examination, citing the dark affair of the Katyn Forest, from which Russia was not wholly absolved, the bombing of Dresden, and certain deeds allegedly committed by the British at Paderborn. These things may not compare with the wholesale Nazi crimes of Auschwitz, Belsen and Dachau, but Mr. Belgion is not concerned with degrees of wrongdoing. It is of the future that he thinks, and he asks the reader to consider how generations to come will pass judgment on our own judgments.

No less thought-provoking than Mr. Belgion's book, in its own way equally challenging, and valuably constructive in its summing-up, is LAND AND MOTHERLAND (Faber and Faber. 7s. 6d.), a series of eighteen talks on the Indian question by Dr. G. T. Wrench.

This is no hasty verdict upon India, penned at speed to meet the current demand for information, nor is it concerned with the all-too-familiar causes of political deadlock between Hindu and Muslim; rather is it an original approach to the problems of the great sub-continent based on the theory that over-urbanisation is one of the evils of modern India. "Calcutta has become the curse of Bengal," the author declares, "and Bombay overwhelms its Presidency." If India is to be happy, free and prosperous, her industry will have to be reborn among the village communities—communities cast in much the same mould as Jefferson visualised in the early days of America. Rural India would no longer be called upon to pay the piper to the city's tune if heavy industries were located near the source of their raw materials, and the cultivator, often idle for half the year, could there find the employment to raise his living standard, his new wealth enabling him to acquire the very products of the factory to-day denied him by his utter poverty.

This, in brief, is the plan envisaged by Dr. Wrench. It is a long-term plan, demanding disinterested men and women to bring it to fruition; but it has in its favour the fact that the associative spirit is strong in the village communities, stronger by far, and better founded, than the fierce political ties of the urban population. From this village democracy on the lower level it is possible that there might spring a living, vital constitution which could be the salvation of India, the making, in fact, of an Indian nation.

Among the new travel books is UNDER THE CARPATHIANS (Lindsay Drummond. 12s. 6d.), a well-told story by J. B. Heisler and J. E. Mellon, of the people of the Carpatho-Ukraine. The pictures of the wooden churches and the folk costumes are fascinating.

THE AUSTRALIA BOOK (Dorothy Crisp. 5s.) is written essentially for boys and girls, and is a well-illustrated account of the Commonwealth. It is possibly a trifle too short to be wholly acceptable as a school text-book.

Another book for the young is THE ADVENTURE OF BUILDING (Architectural Press. 10s. 6d.), by Clough Williams Ellis. The author explains in a simple way how to feel and understand architecture, avoiding technicalities and abstruse jargon.

YOU 'RE ON THE AIR (Chapman and Hall. 7s. 6d.) is an interesting introduction to the profession of broadcasting by Lionel Gamlin, one of the most competent exponents of this new art. Some of the author's revelations are disillusioning, and it appears that except for Joad and a few others spontaneity at the microphone is a rarity.

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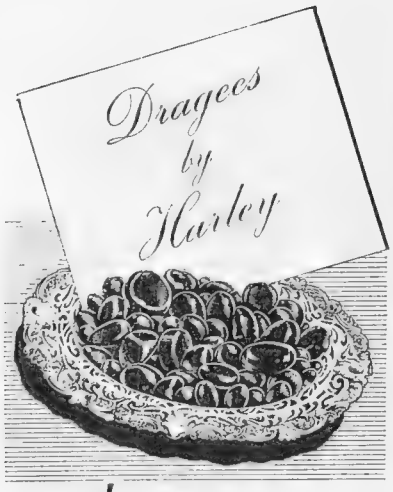

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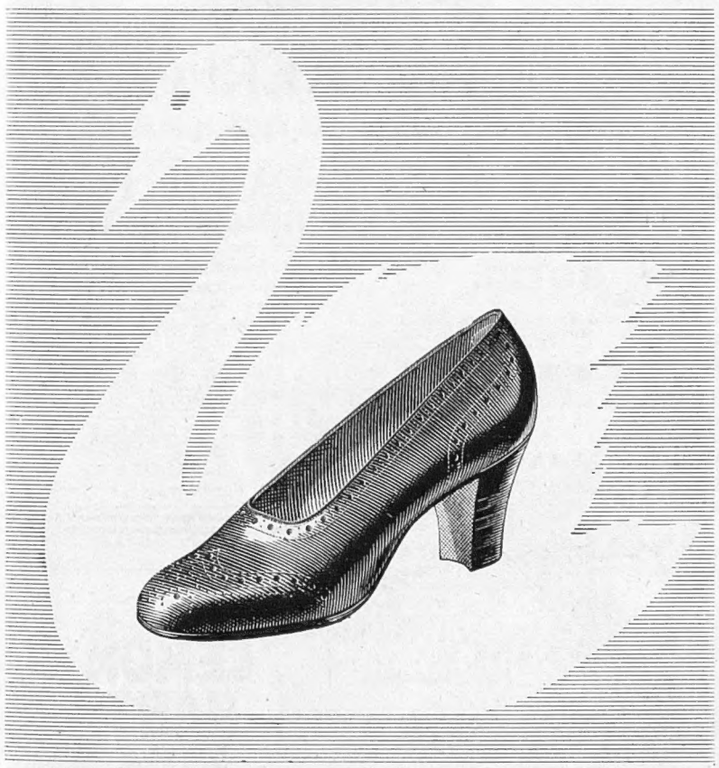

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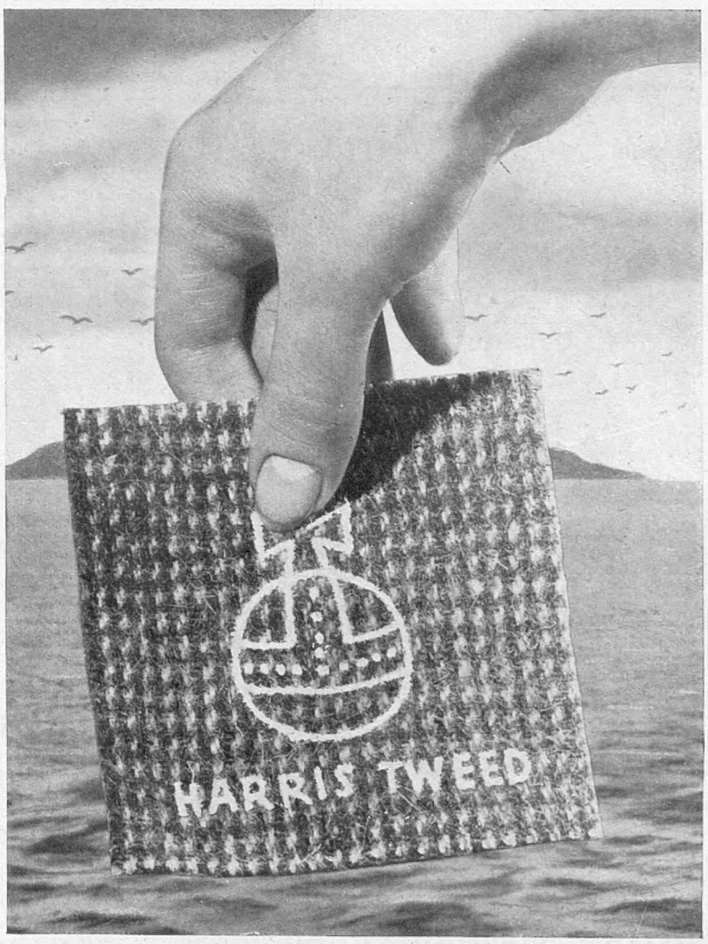

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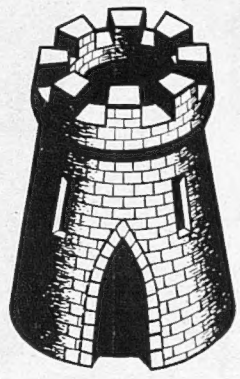
For people  *of good taste*

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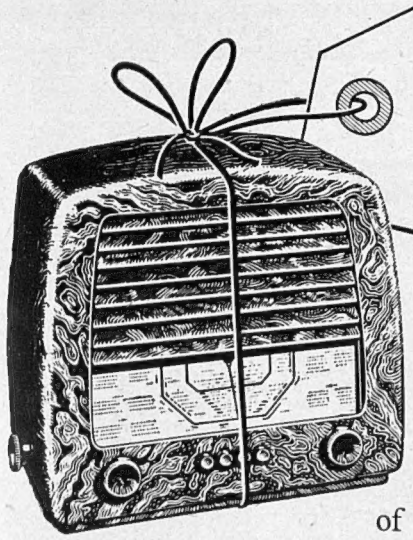

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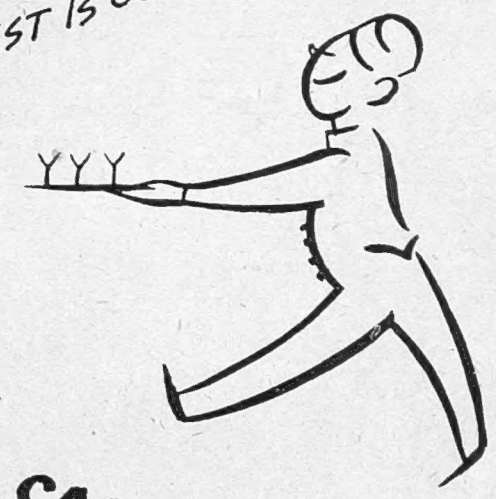

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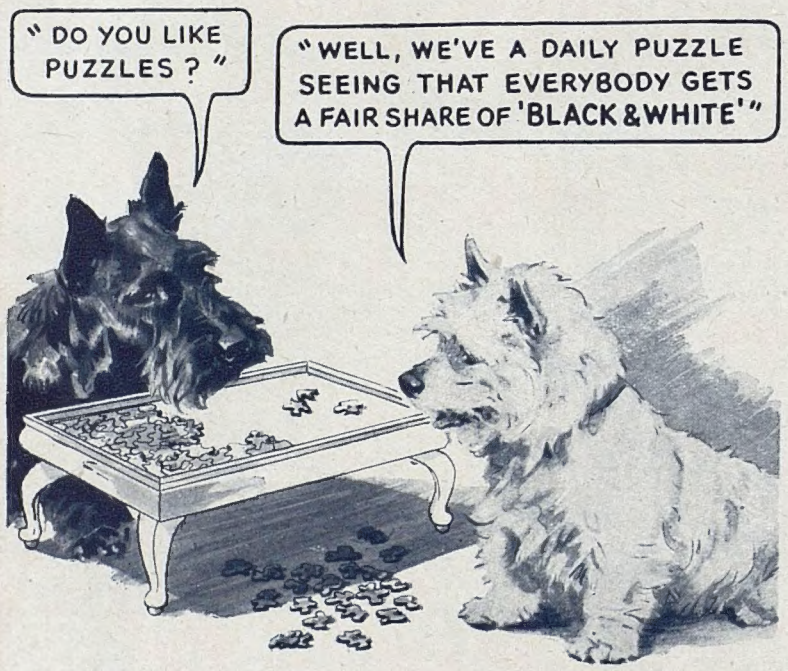

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